



**Report of the
Maricopa Association of Governments**

First Annual Regional Town Hall

**on the subject of
Transportation Issues and Priorities**

Phoenix, Arizona
March 28, 2003

Prepared for:

**Maricopa Association of Governments
Transportation Policy Committee and
Regional Council**

Preface

This report has been prepared to reflect the discussion and outcomes from the First Annual Regional Town Hall, hosted by the Maricopa Association of Governments. The purpose of the Regional Town Hall was to obtain business and community leader input in the development of the Regional Transportation Plan.

This document summarizes a day in which qualitative information was gathered. This summary should not be interpreted as a scientific analysis of attitudes of the population living in the Phoenix metropolitan area.

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Participant Response Graphs

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Executive Summary

The First Annual Maricopa Association of Governments (MAG) Regional Town Hall was held on March 28, 2003 at the Black Canyon Conference Center. The topic selected for this Town Hall was Transportation Issues and Priorities. Each year a new topic that affects this region will be chosen.

Participants

More than 500 individuals representing leadership groups from communities across the region were invited. Approximately 150 people registered for the event, which began at 8:00 a.m. and ended at 2:30 p.m. Prior to the event, each participant received a Regional Town Hall Transportation Issue Paper, which provided detailed data in eight categories, including population and employment growth; a summary of current transportation plans and programs; past accomplishments in transportation; the role and performance of freeway, street and transit systems in the region; existing transportation revenue sources; issues affecting the future of transportation; and results of a regional transportation survey.



Discussion Panel Outcomes

The Town Hall began with a welcome by MAG Regional Council Chair Mayor Wendy Feldman-Kerr of Queen Creek, followed by an overview of the Transportation Policy Committee by Mayor Elaine Scruggs of Glendale. MAG Transportation Manager Eric Anderson gave a presentation on the future growth of the region and potential transportation impacts. The Regional Town Hall participants then separated into ten (10) preassigned discussion panels to identify the successes and challenges of today's regional transportation system and to develop a list of solutions for the future. Each group was led by a professional facilitator and notes were taken by a recorder.

The facilitators posed the following questions to the panels:

*What do you like about the transportation system in the Valley?
What problems do you have in getting to where you want to go?
What can be done to solve these problems?
Identify the top five solutions.*

Top Five Lists

After an hour-and-a-half of discussion in their breakout sessions, the full group reconvened and the panels reported their top five priority solutions to the full group. These solutions were used to develop the program for the afternoon session, where eighty-two (82) Town Hall

participants used an electronic audience-response system using electronic keypads that are hooked into a computer to identify consensus on key issues and to prioritize the components of a regional transportation system.

Key Issues

Creation of a multimodal transportation system that provides a variety of options, along with connectivity between modes and land uses, were indicated as the top priorities of the Town Hall participants.

Four other important issues received majority support from the group:

- Additional funding for transportation is needed. Additional taxes/fees are needed to build a regional multimodal system.
- Regional transportation planning should also include land use planning and focus on “buildout” needs, not just the transportation needs for the next 20 years.
- Transit options should be high capacity and operate separately from the congested streets and freeways.
- Additional communications, marketing and advocacy to elected officials and the general public are needed on transportation issues.

Priority Components of a Multimodal System

The group identified 19 priority components of a multimodal transportation system; some of which tied in their ranking.

1. Synchronized traffic signals.
2. Use intelligent transportation systems.
2. Complete the arterial network and expand regional roads of significance.
2. High capacity transit.
3. Expand Light Rail.
4. Standardized traffic control (standardized signage, speed limits, enforcement and left-turn arrows throughout the Valley).
5. Expand existing freeways.
6. Bicycle and pedestrian-friendly system.
6. More HOV lanes and incentives for their use.
7. Carpooling.
8. More rapid transit buses.
8. More transportation for disabled.
8. Commuter rail.
9. More park-and-ride lots.
9. Smaller more flexible transit options such as neighborhood shuttles.
10. More buses.
10. Telecommuting.
11. Enhance law enforcement on freeways.
12. Create a truck bypass.

Additional information and a breakdown of the priorities by demographic subgroup are

included in the full report. Also, the appendix contains information recorded in the morning discussion panels and graphs from the afternoon prioritization session.

Transportation Modal Preferences

In December 2002, a poll conducted by Behavior Research Center asked 1,009 registered voters in Maricopa County their thoughts on transportation issues. One of the same questions asked in the December survey was asked to the Town Hall *Regional Visionaries*. At the end of the day, the following question was included on the event evaluation form:

If it was your job to decide how to distribute our tax dollars on transportation improvements, and you had a total of \$100 of tax money to distribute, how would you distribute it among the following four areas? Freeways, Bus Service Improvements, Light Rail Transit, and Street and Road Improvements.

Participants indicated that they would spend approximately:

- Twenty-seven dollars (\$27) on Freeways.
- Seventeen dollars (\$17) on Bus Service Improvements.
- Thirty-two dollars (\$32) on Light Rail Transit.
- Twenty-two dollars (\$22) on Street and Road Improvements.
- Two dollars (\$2) on other areas such as Bike and Pedestrian issues.

It is interesting to note that the split indicates 49 percent (49%) to be spent on freeway and surface street improvements, and 49 percent (49%) to be spent on transit-related projects.

Participants

The Regional Town Hall Steering Committee wanted to use the First Annual Regional Town Hall as a forum where participants who have not traditionally had a voice in the MAG process could share their experiences and help plan for the future. These participants are the *Regional Visionaries* in the process.

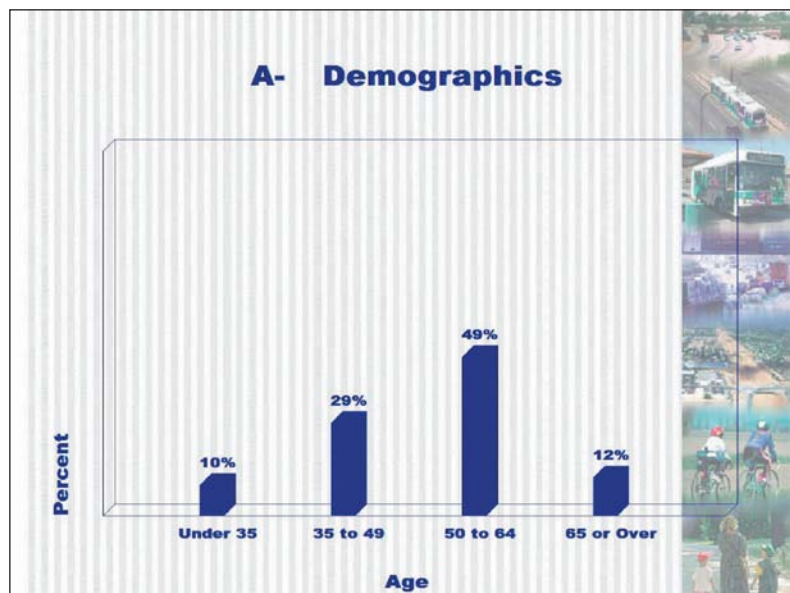
The participants were chosen from Leadership groups across the Valley including: Chandler Leadership, Gilbert Leadership, Glendale University, Leadership West, Mesa Leadership Training and Development, Queen Creek Leadership, Scottsdale Leadership, Southwest Valley Citizen Academy, Tempe Leadership, and Valley Leadership. Additionally, e-mail invitations were sent to select members of the Greater Phoenix Chamber of Commerce and Valley Forward. MAG member agencies could also select community leaders to attend.

It was intended that the participants would represent a cross section of the region, representative of geography, occupation, and ideology. Based on data collected during the afternoon session and observation by the afternoon facilitator, some demographic trends were revealed that should be noted. The typical Regional Town Hall participant had the following characteristics:

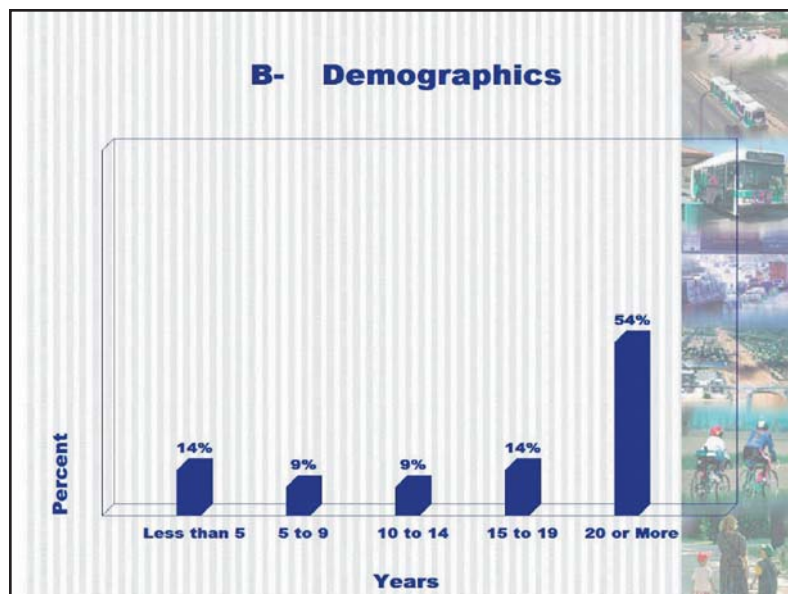
- C More than 50 years old (61%)
- C Lived in Maricopa County more than 20 years (54%)
- C Drive alone to work (78%)
- C Travel time to work is between 15 and 45 minutes (52%)
- C Total family income exceeds \$100,000 (45%)
- C Reside in the Southeast Valley (49%)
- C Voted in either of the last two elections (95%)
- C White, male (observed)

The following graphs show the breakdown for each demographic question.

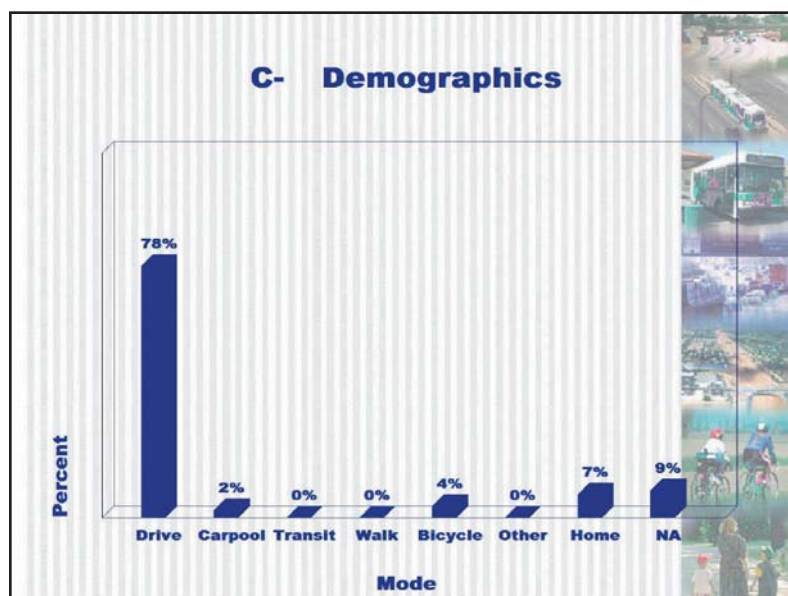
Which of the following best describes your age?



How many years have you lived in Maricopa County?



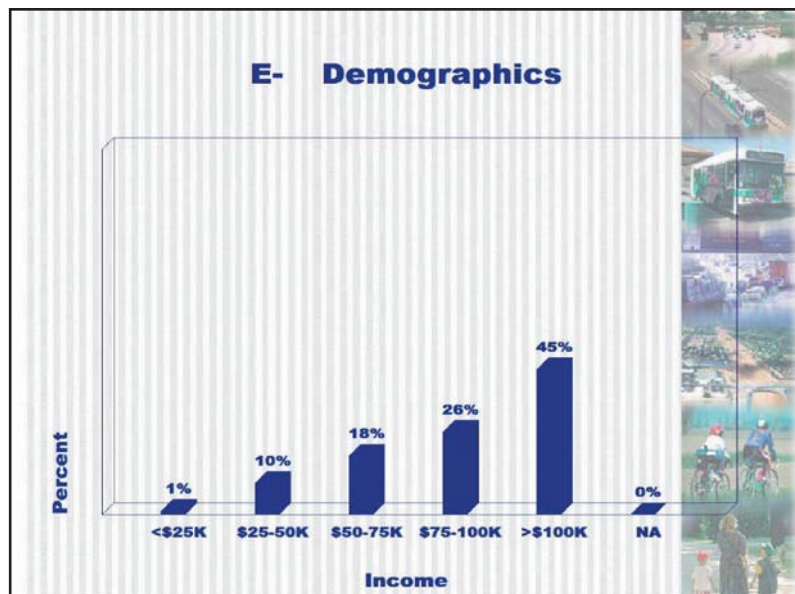
How do you normally get to and from work or school?



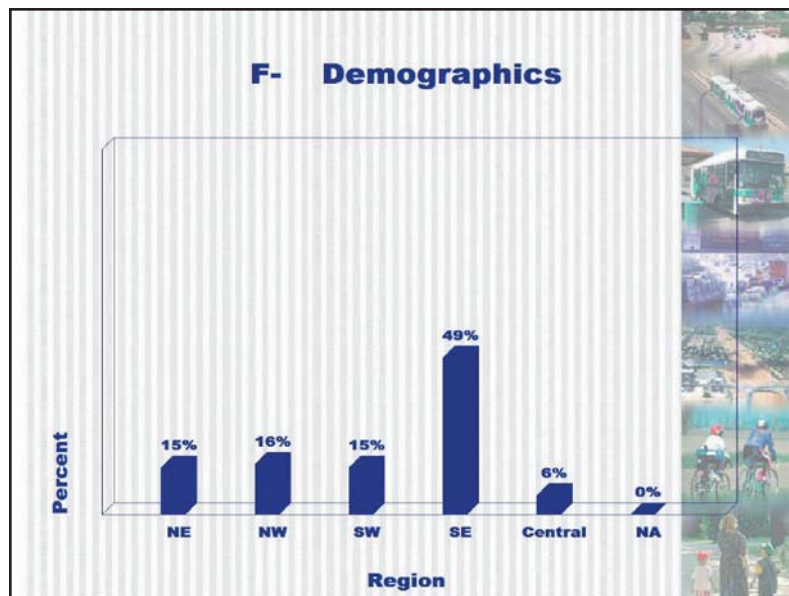
How long does it take you to get to your place of work or school?



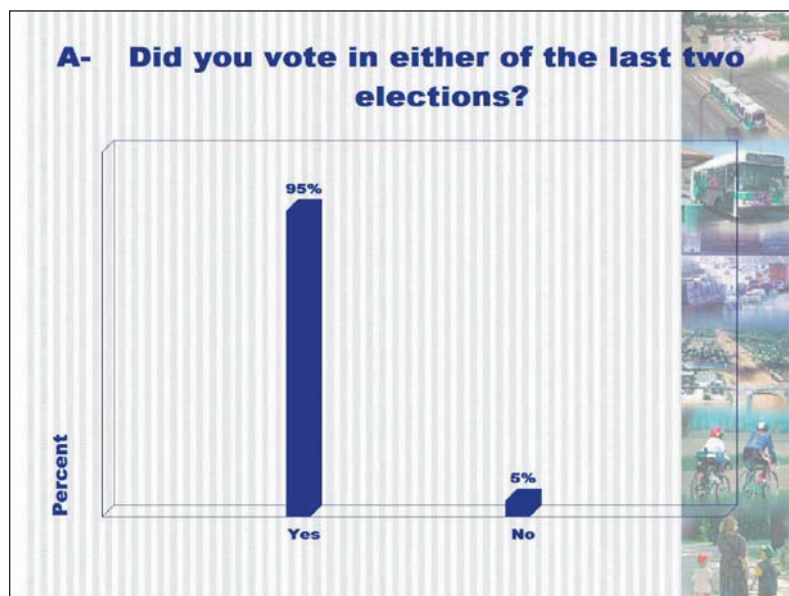
What was your total family income for last year?



Which best describes where you live?



Did you vote in either of the last two elections?



Discussion Panel Outcomes

During the morning session, the Regional Town Hall participants were separated into ten (10) preassigned discussion panels. A facilitator in each room worked with the group to identify the positive attributes of today's regional transportation system as well as problems with the current system. Each group then created a list of transportation solutions for the future.

Facilitators used their own styles to help focus the participants. All of the groups gave a thorough review of the transportation challenges and then developed innovative solutions. The summary of outcomes listed below reflects some of the common themes discussed in the groups. The appendix reflects all of the information collected by the panel recorders.



Positives

One theme that was consistent throughout the panels was the appreciation of the grid system used in the planning of the Valley's arterial streets. The system is seen as very efficient, with a logical layout. The wide streets in this predictable network provide good east to west mobility. Some thought that the central region's use of streets numbers to the east and avenue numbers to the west made the region easy to navigate. Additionally, comments reflected the appreciation of the new bus pullouts on arterials and new, larger street signs.

Another common theme was the recognition of the improvements to the freeway system. Participants identified that improvements are being made and many especially liked the addition of rubberized asphalt, long and wide on/off-ramps, landscaping, artwork, and HOV lanes. The addition of new, interconnective freeways also ranked well.

Participants also supported bike lanes on arterials, bike paths/trails along canals and bus service, although they felt more of each service was needed.

Problems

One of the main topics of discussion was that the region has grown so rapidly that the transportation network has had a hard time keeping up. There was a concern that the region was not interconnected, and therefore created problems and congestion on arterial streets. There was a feeling that there was not standardization in traffic control through the synchronization of traffic signals, or consistency of street signs, speed limits or left turn signals throughout the Valley. Additionally, there was a concern that arterial streets were not being improved (widened) to meet the needs of more drivers. If improvements were being made, some participants felt that the construction was taking place at inopportune times.

Transit problems were also addressed by the participants. There were statements that there were not enough bus routes or frequency of times. It was suggested that there is a lack of knowledge as to what transit options are available as well as a lack of incentives to use it. There was also a feeling that transit services – buses and Dial-a-Ride – were not interconnected or adequate. Also mentioned was a belief that there are too few park-and-ride lots with connected shuttles or buses.



Concerns about freeway issues were also discussed. Many felt that there was a lack of planning for future freeways. With current freeways, there was a feeling that older freeways tend to bottleneck, there are merging problems at on/off-ramps, there are no left exits off of the freeways, and that interchanges could be

designed better. Additionally, participants stated that there are too few HOV lanes, and that there would be less truck traffic congestion if there was a dedicated truck lane. Discussion also focused on the current freeway technology and signage. Residents were critical that there are no dynamic speed controls, the message boards are difficult to read, the signage on the freeways does not give adequate warning, and that the changing freeway-naming conventions are confusing. Lastly, some groups discussed a concern that the freeway plan that is shown on maps occasionally does not become the freeway plan that is built.

Discussion Panel Top Five Lists

After an hour and a half of dialogue, each discussion panel reported its top five priority solutions to the full group of *Regional Visionaries*. These solutions were then used to develop the program for the afternoon session. As the groups reported, they made it clear that transportation solutions have more elements than just building more infrastructure. They expressed that more funding is crucial as well as more planning, education and outreach. Listed below are the developed lists. The appendix offers more detailed information from the discussion panels that led to these conclusions.

Group A: Top Five Solutions

1. Implement a plan for future regional and local multimodal high capacity corridors.
2. Analyze financial needs and funding sources.
3. Centralized agency to act as funding authority to plan and implement the transportation program.
4. Education and marketing to citizens.



Group B: Top Five Solutions

1. Transit: Better use of park-and-ride lots.
2. Bicycle: More connectivity that is better coordinated and more helpful to bike commuters.
3. Light Rail: Integrate with existing transportation modes as much as possible.
4. Pedestrian: Sidewalks with access ramp for bikes and wheelchairs.
5. Freeways: Dynamic speed controls.

Group C: Top Five Solutions

1. Educate public about funding issues.
2. Interregional/statewide planning solutions.
3. Congressional support for transportation funding.
4. Interregional/statewide funding.
5. Rubberized asphalt.
6. Traffic management systems.

Group D: Top Five Solutions

1. New funding sources must be found, including:
 - Incentives.
 - Disincentives.
 - Regional impact fees.
2. Use regional approach with one company overseeing one transit system.
3. Incorporate light rail within existing system, such as along:
 - Freeway lanes.
 - Canals.
 - Railroad lines.

- Bus systems.
- Park-and-ride lots.
- 4. Plan long term for buildout and right-of-way land acquisition.
- 5. Build truck bypass.

Group E: Top Five Solutions

1. Marketing and education for alternatives to single-occupant vehicle.
2. Regional standardization of transportation element, which could include consistent standards for signals, signs and lighting.
3. Smaller, more flexible transit alternatives to supplement major transit system such as jitneys, super shuttles and increased Dial-a-Ride service.
4. ITS/Traffic Engineering enhancements to reduce congestion and enhance safety, such as tourism directions, signage, intelligent roads, left hand turns and posted speed limits.
5. Completion of arterial network and expansions of roads of regional significance.

Group F: Top Five Solutions

1. The need to educate community leaders about the need for future multimodal transportation system.
2. We need to plan transportation systems from an economic development perspective.
3. The need for the Transportation Policy Committee to be focused and represented “regionally.”
4. The need for better land use planning to minimize travel (trips).
5. Need to create a better “vision” for the future, including plans for funding.

Group G: Top Five Solutions

1. Funding.
 - Need taxation of some kind.
 - Earmark tax dollars for highways.
 - Flexible funding.
 - Convince seniors of the need for funding.
 - Do not include sunset on new tax rates.
2. Planning.
 - Future thinking – decide now.
 - Learn from mistakes – plan for more capacity early.
 - Keep art and aesthetics.
 - Coordinate with other projects to avoid duplication.
 - Determine types of vehicles that will be mainly used in future.
3. Enforcement.
 - Increase presence.
 - Increase funding.
 - Increase traffic enforcement.
4. Improve mass transit options.
 - Age considerations.
 - Rapid transit (not necessarily light rail).
 - Light rail needed.
 - More buses during peak hours and special events.
 - Align light rail with freeways.

5. Improve traffic flow.
 - Standardize street signs across region.
 - Regional traffic signal timing.
 - Consistency of speed limits on freeways and arterials.
 - Signs for trucks and slower traffic to drive on the right (pass left only).
 - Traffic lights that respond to traffic flow.

Group H: Top Five Solutions

1. Funding: Fund all forms of transportation equally, including transit, bikes and pedestrians.
2. Growth: Charge impact fees for transportation.
3. Interconnected regional system for transit and bicycle with pedestrians off of the roadway; synchronized turn and traffic signals.
4. Advocacy: Communicate to our state and federal representatives. Develop comprehensive public relations education effort on this issue.
5. Rapid transit above/below ground especially with new development of freeways or reconstruction.

Group I: Top Five Solutions

1. Transit and light rail needed to provide strong, user friendly connection to Civic Plaza, ASU, Airport, Glendale – Market it!
2. We need to extend half-cent sales tax to fund all modes of transportation, including transit.
3. Regional bike routes providing connectivity to transit, parks, schools, and shopping.
4. Improve connectivity to town centers, entertainment, shopping – use walkways (tunnels and bridges) that can be climate controlled.
5. Improve coordination among construction projects to reduce traffic problems.

Group J: Top Five Solutions

1. More money.
 - Alternative sources.
 - Increase half-cent tax to one cent.
 - Private industries.
 - Developers.
 - Team with ADOT, MCDOT, and municipalities.
2. Alternative to single vehicle occupancy travel, such as:
 - Light rail/sky tram.
 - Telecommute.
 - Carpool/HOV.
 - Bike/pedestrians.
3. Regional bike/pedestrian trail system.
 - Sales tax funded.
 - Use of canals, washes, and riverbeds.
4. Integrate existing trail program into overall transportation plan.
5. Plan for future expansion by using/adopting regional standardization, such as:
 - Lagging lefts.
 - Flashing greens.



Key Issues

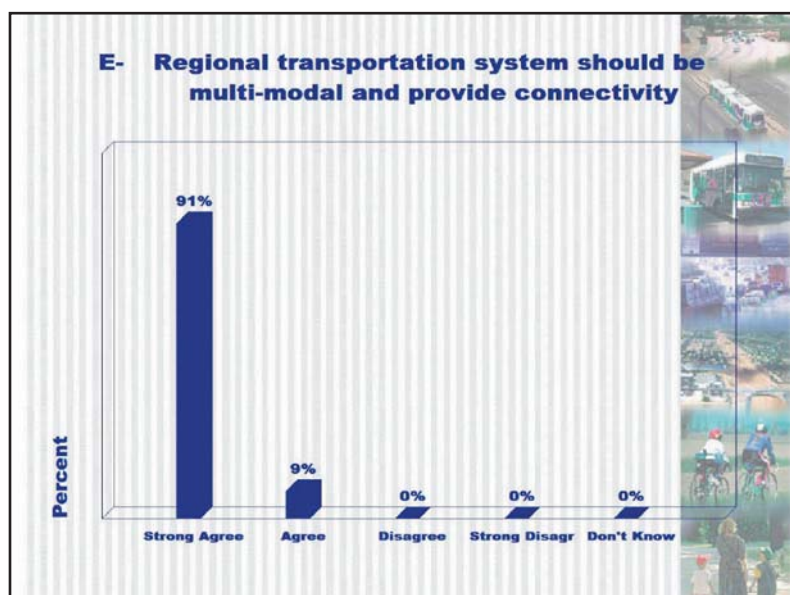
During the afternoon session, the “Top Five” lists were used to identify key issues and priorities for the entire group. Option Finder, an interactive audience response system that uses electronic keypads for voting on preferences, was used to enable each participant to quantify their preferences anonymously. After the polling, the group discussed the “why” of their preferences.

During the panel reports it became obvious that there were several issues that were common to most of the groups. These key issues included:

- C Regional transportation system should be multimodal and provide connectivity between modes and land uses.
- C Additional funding for transportation is needed and Town Hall participants are willing to pay additional taxes/fees to build a regional multimodal system.
- C Regional transportation planning should also include land use planning and focus on “buildout” needs, not just the needs for the next 20 years.
- C Transit options should be high capacity and operate separately from the congested streets and freeways.
- C Additional communications, marketing and advocacy to elected officials and the general public are needed on transportation issues.

Regional transportation system should be multimodal and provide connectivity between modes and land uses.

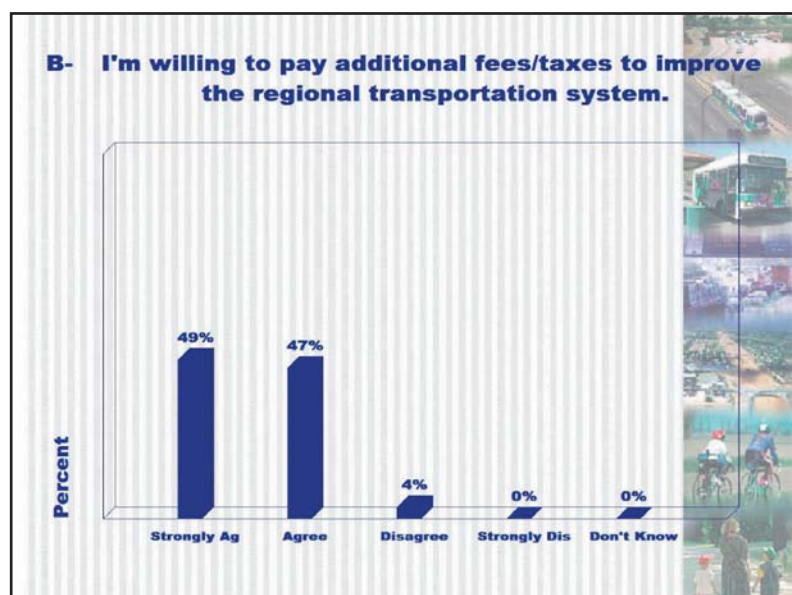
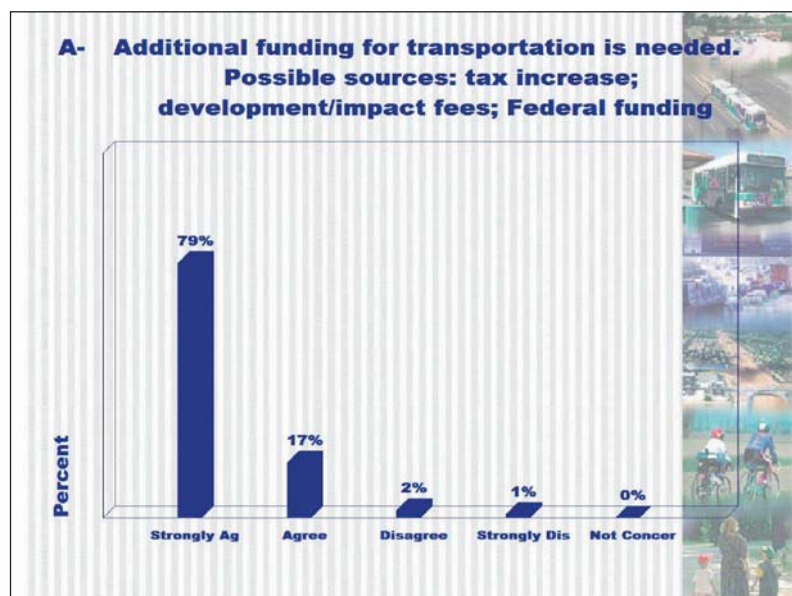
Although seventy-eight percent (78%) of the participants drive alone during their daily commute, one hundred percent (100%) either strongly agreed or agreed that the regional transportation system should include a variety of modal choices – transit, high capacity transit, bicycles, intelligent transportation systems – not just freeways.



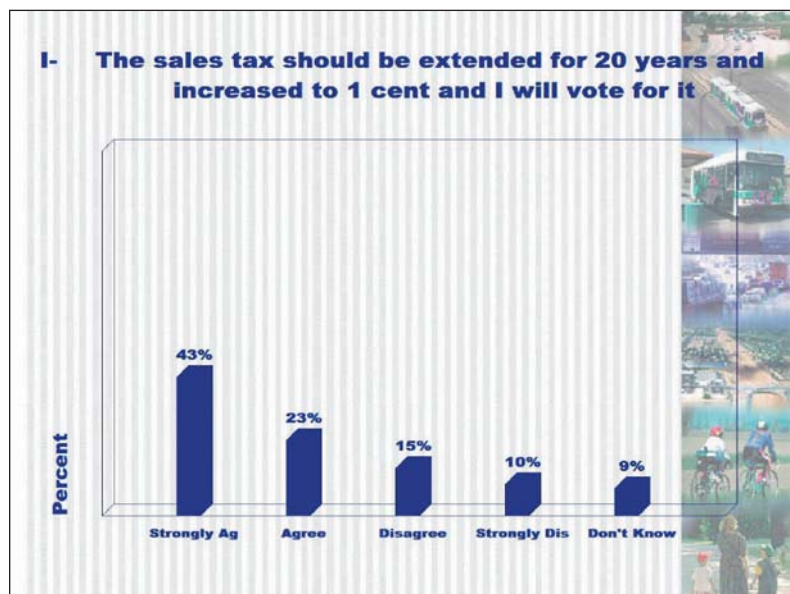
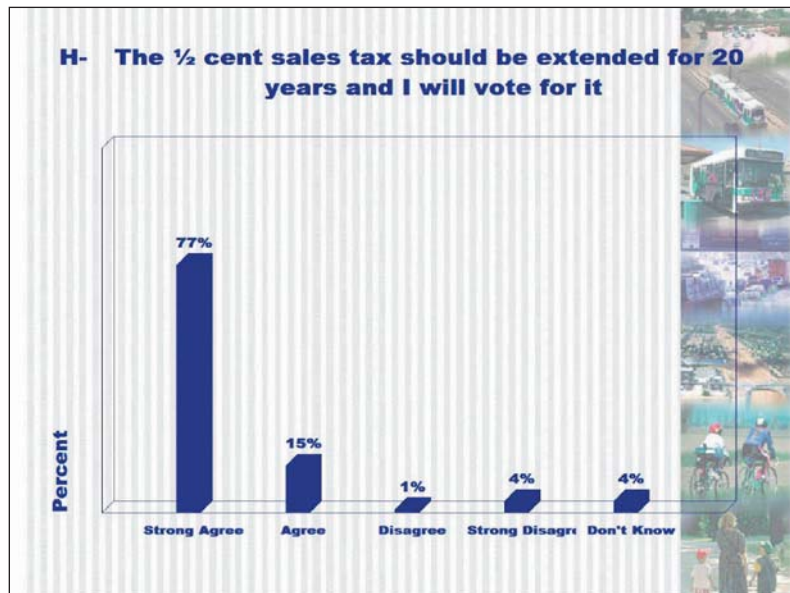
Additional funding for transportation is needed and Town Hall participants are willing to pay additional taxes/fees to build a regional multimodal system.

Most of the panels discussed the need for additional funding for transportation. Their ideas included extending and possibly increasing the existing sales tax, seeking a greater return of our federal dollars and creation of development/impact fees for transportation. Based on these reports, the afternoon facilitation team created a series of questions to determine the group's willingness to pay for the system. It should be noted that some participants felt that they needed to actually see the elements of the transportation system that would be on the ballot before they could determine if they would vote for it.

Ninety-six percent (96%) of the group agreed that additional funding for transportation is needed and their willingness to pay additional fee/taxes was equally high – ninety-six percent (96%). However, about thirty percent (30%) of those who strongly agreed that additional funding is needed, only agreed that they are willing to pay additional fee/taxes.



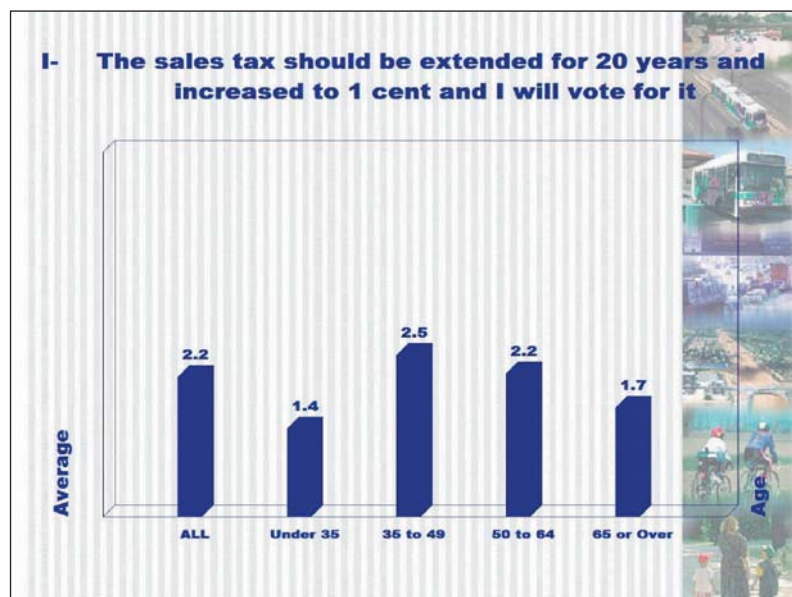
Ninety-two percent (92%) agreed that the existing sales tax should be extended for 20 more years and sixty-six percent (66%) would support increasing the sales tax to one cent for 20 years.



During the discussion, participants considered the possibility of a permanent tax for transportation improvements. Of the seventy-five (75) participants who strongly agreed or agreed to extend the sales tax for 20 years, only eight (8) individuals would not support a permanent tax. Those in favor of a permanent tax stated that our transportation system needs continue to grow as our population grows and those people do not see an end to our needs. Those opposed to a permanent tax cited the need for accountability and the opportunity to focus on new solutions as the transportation system evolves.

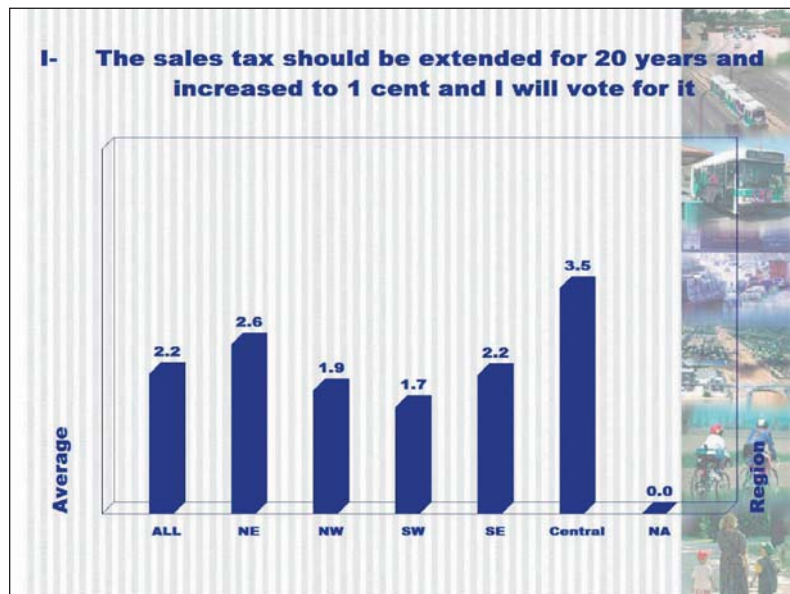
Differences by Age

Participants under the age of thirty-five (35) and over the age of sixty-five (65) were more willing to vote for a sales tax extension and to increase the tax to one cent. *(The lower numbers indicate stronger agreement and the higher numbers indicate more disagreement.)*

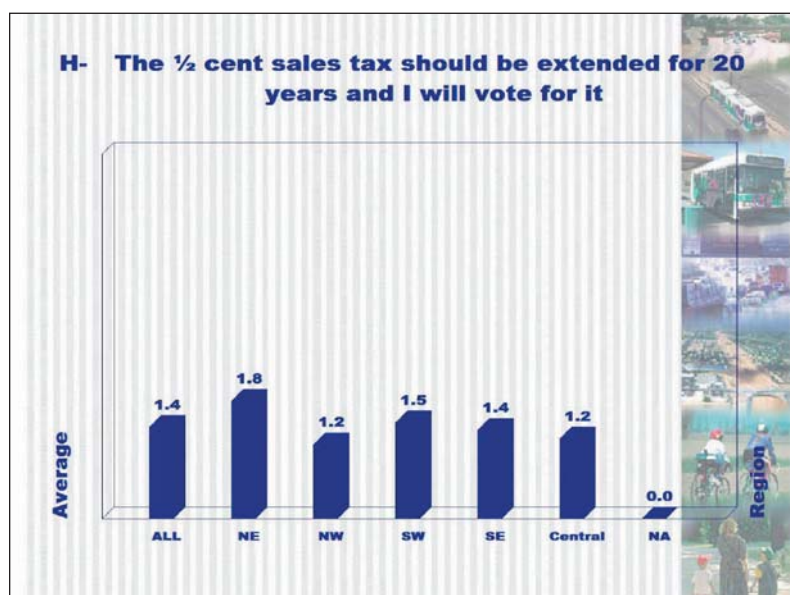


Differences by Subregion

Participants in the Northwest and Southwest subregions are more likely to vote for a sales tax increase to one cent while Central subregion residents showed less support for increasing the tax. *(The lower numbers indicate stronger agreement and the higher numbers indicate more disagreement.)*

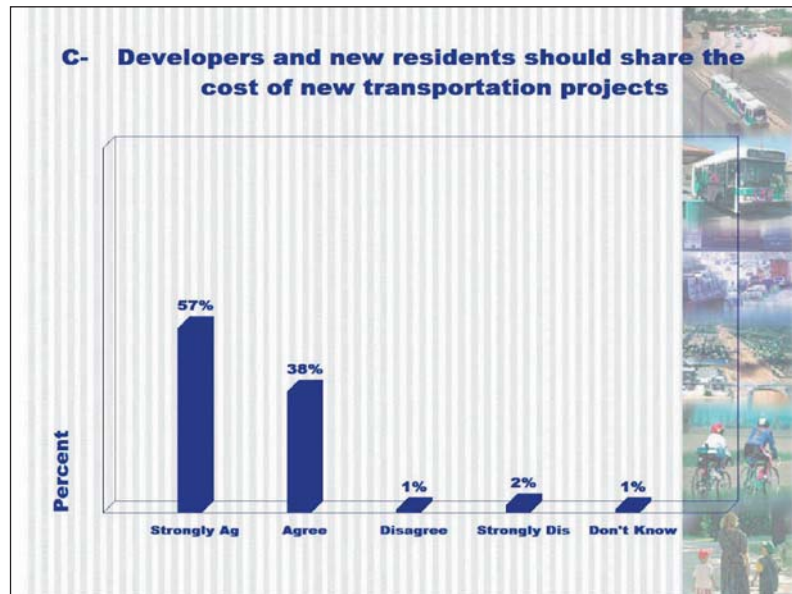


Although the Central subregion is not as supportive of a sales tax increase to one cent, they strongly support an extension of the existing sales tax. *(The lower numbers indicate stronger agreement and the higher numbers indicate more disagreement.)*



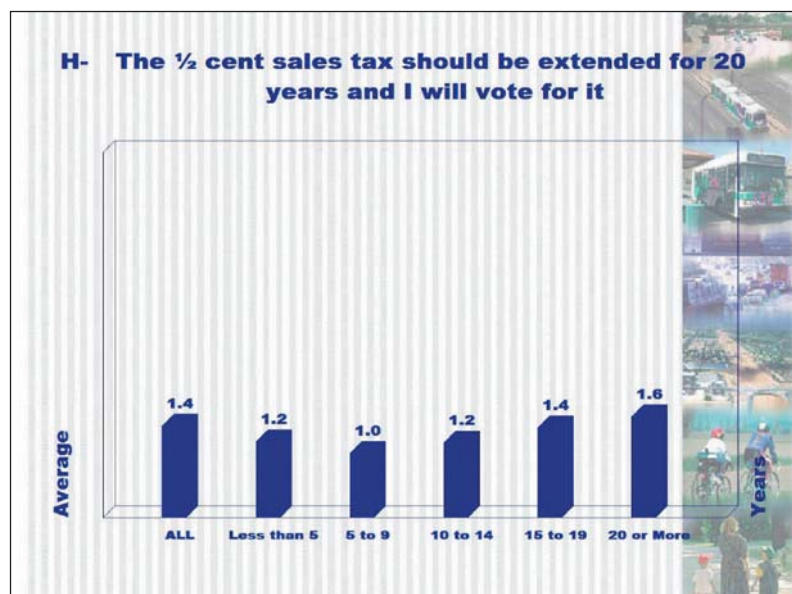
Development/Impact Fees

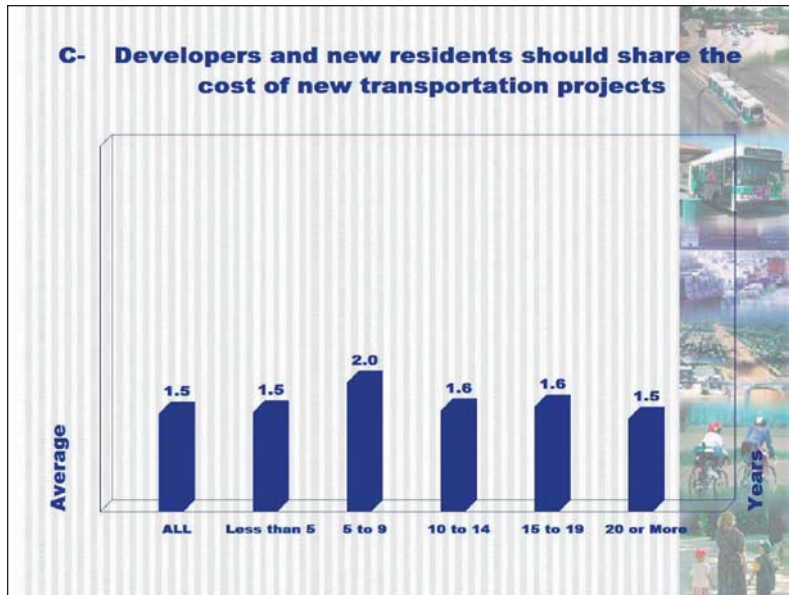
Several of the discussion panels discussed the use of development or impact fees to increase funding for transportation. When asked, ninety-five percent (95%) of the participants felt that developers and new residents should share the cost of new transportation projects, indicating that burden should not be born by developers alone.



Differences by Length of Residency

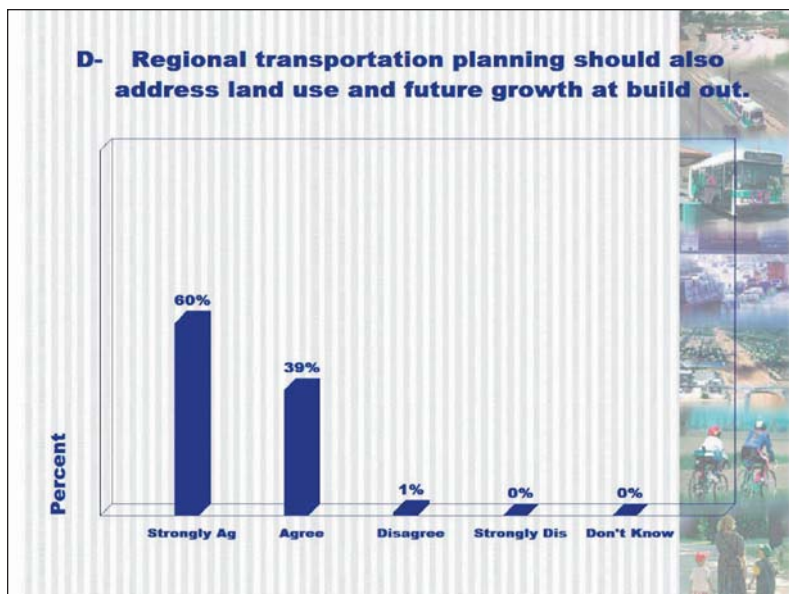
Participants who had lived in the Valley for five to ten years were more likely to vote for a sales tax extension, but showed less support for developers and new residents sharing the costs of the transportation system. *(The lower numbers indicate stronger agreement and the higher numbers indicate more disagreement.)*





Regional transportation planning should also address land use and future growth at buildout.

Ninety-nine percent (99%) of the Town Hall participants strongly agreed or agreed that regional transportation planning should include land use planning and the target year should be buildout of the Valley, not just 20 years into the future.

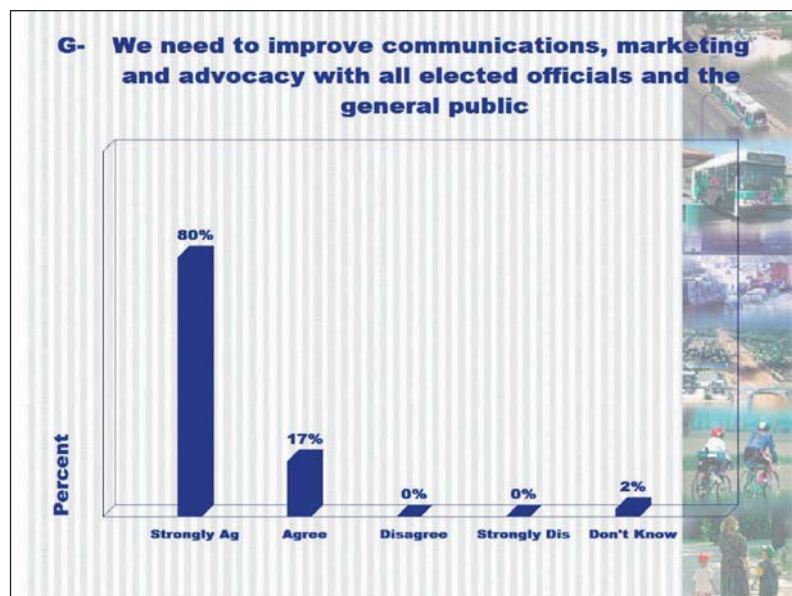


There were no significant differences in the opinions of the demographic subgroups.

We need to improve communications, marketing and advocacy with all elected officials and the general public.

Town Hall participants felt that the region was not receiving adequate federal funding due to a lack of support by the Congressional delegation. They also expressed frustration with a lack of support from elected officials at all levels of government when it came to multimodal options.

A second concern of the participants was that the region needed to do a better job of marketing other modes of transportation and providing incentives for use of HOV lanes and transit.



Transit should be above the street or below the street, not on the street, and I will pay for it.

Throughout the day, the participants discussed the need for *fast* transit options. They wanted a high capacity (rail) system that operated separately from the existing congested freeway and roadway system.

Eighty percent (80%) strongly agreed and seventeen percent (17%) agreed that transit should operate above the street or below the street, but not on the street, and they are willing to pay for the additional expense.

Town Hall participants had difficulty with this question because it tied the willingness to pay the additional costs with the desire to have a separated system. Some participants stated that had the question been just support for separating the transit system operations, the “strongly agree” category might be higher.

Priority Components of a Multimodal System

Because building a multimodal transportation system was the highest priority of the Town Hall participants, the afternoon facilitators asked the participants to list and prioritize the components of the multimodal system they envision.

Listed below are the transportation solutions that were identified by the participants during the discussion panels and added to during the general session. Several items on the list are similar; however, the group wanted to keep them separate.

Participants were asked how important they felt each of the transportation components were in developing a regional, multi-modal transportation system. A five-point scale was used to rank the relative importance of each transportation project. The highest level of importance was given a one (1) and the lowest level of importance a five (5). All of the responses were averaged to determine the importance to the group as a whole. The solutions are listed in priority order. Several solutions tied in their ranking. The lower the number, the higher the priority.

1. Synchronized traffic signals. (1.8)
2. Use intelligent transportation systems. (2.0)
2. Complete arterial network and expand regional roads of significance. (2.0)
2. High Capacity Transit. (2.0)
3. Light Rail. (2.1)
4. Standardized traffic control. (2.2) – *more than signals: includes signage, speed limits, left turn arrows, etc.*
5. Expand existing freeway. (2.3)
6. Bicycle and pedestrian-friendly system. (2.4)
6. More HOV lanes and incentives for use. (2.4)
7. Carpooling. (2.6)
8. More rapid transit buses. (2.7)
8. More transportation for disabled. (2.7)
8. Commuter rail. (2.7)
9. More park-and-ride lots. (2.8)
9. Smaller, more flexible transit. (2.8) – *includes services such as neighborhood shuttles.*
10. More buses. (2.9)
10. Telecommuting. (2.9)
11. Enhance law enforcement on freeways. (3.1)
12. Create a truck bypass. (3.3)

The Role of Buses in a Multimodal System

After reviewing the results, the afternoon facilitator asked why the group placed a low priority on more buses when they felt so strongly about have a multimodal transportation system.

One response was that the focus needs to be on high-capacity transit options, such as light rail, so that the transit services are not stuck in traffic like the buses are on heavily congested streets and freeways.

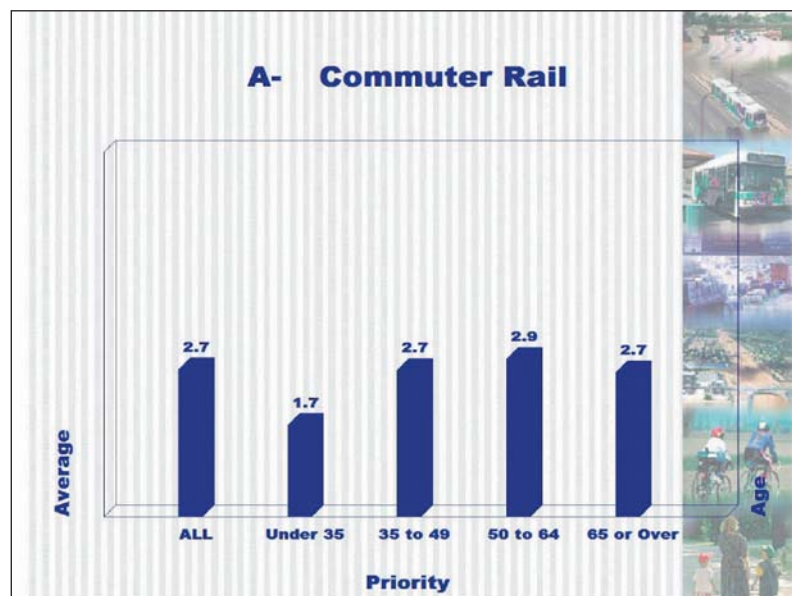
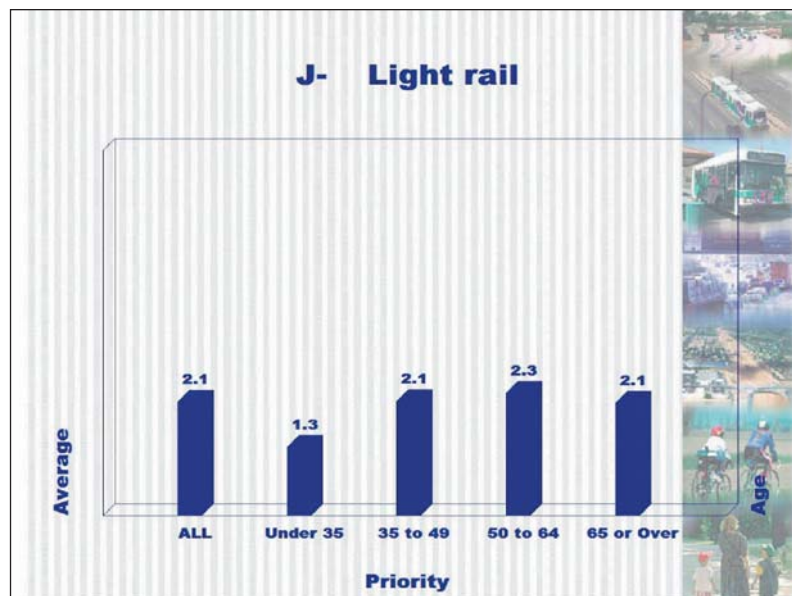
Another person stated that in some areas there is plenty of bus service but not rail service. Others from the more suburban areas immediately responded that there are not any buses in their areas, and they could not agree that we had enough buses.

Differences by Age

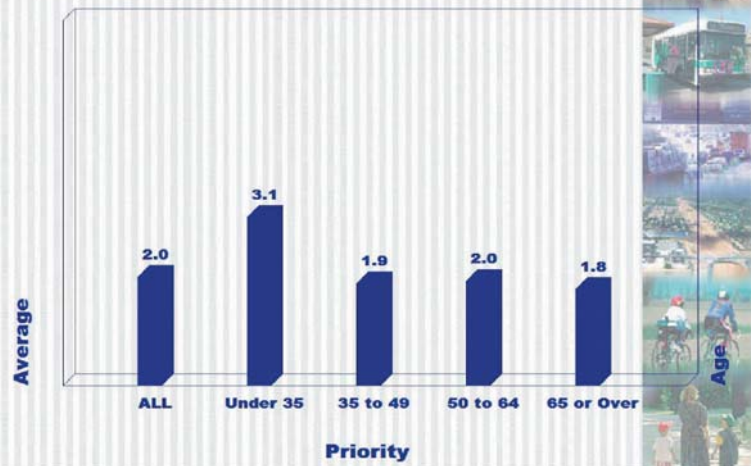
Participants under the age of 35 had the most disagreement with the group's priorities. They rated commuter and light rail as higher priority solutions. These participants gave lower priorities to:

- C Completing the arterial network.
- C Enhancing law enforcement.
- C Telecommuting.
- C Carpooling.
- C Standardized traffic control.

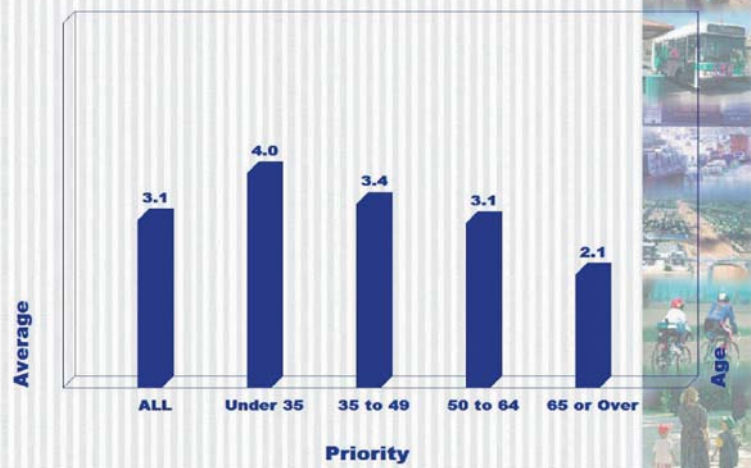
(The lower numbers indicate stronger agreement and the higher numbers indicate more disagreement.)

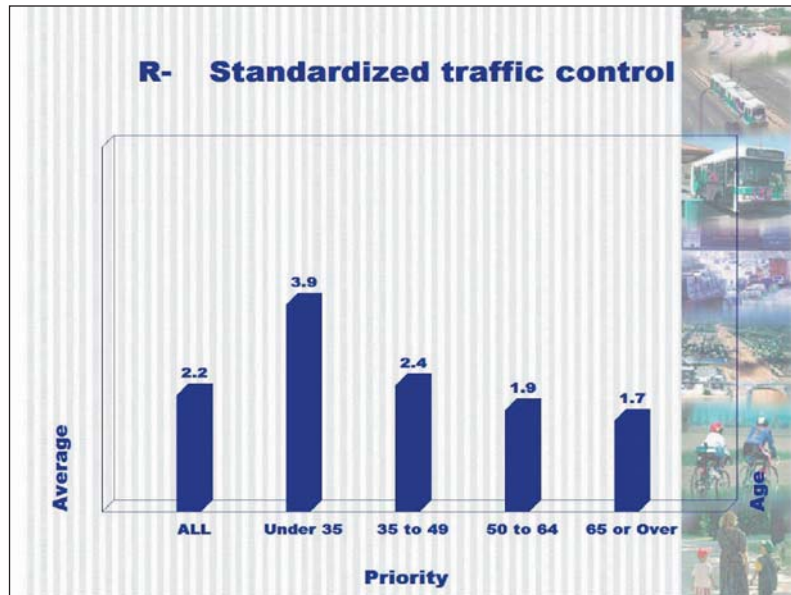


G- Complete arterial network and expand regional roads of significance



H- Enhance law enforcement on freeways

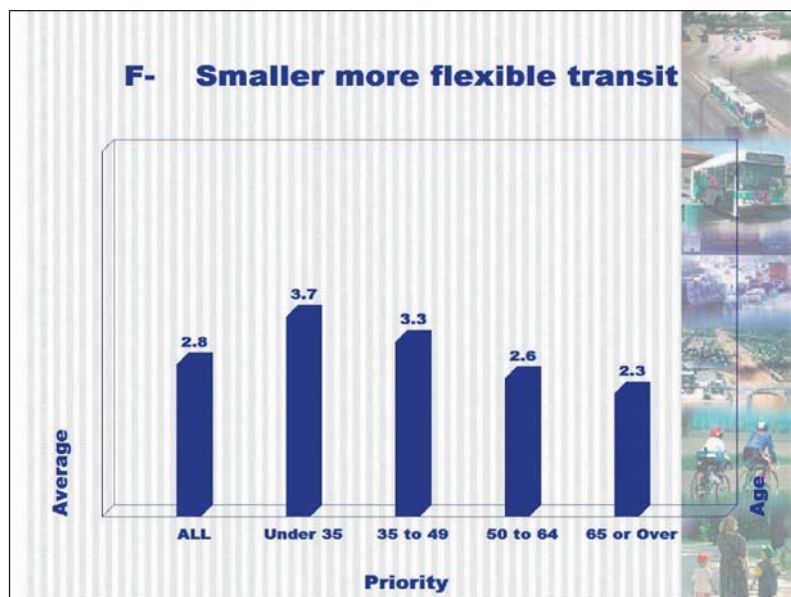




Participants over the age of 65 gave higher priority to:

- C Smaller, more flexible transit service.
- C A truck bypass.
- C Synchronization of traffic signals.

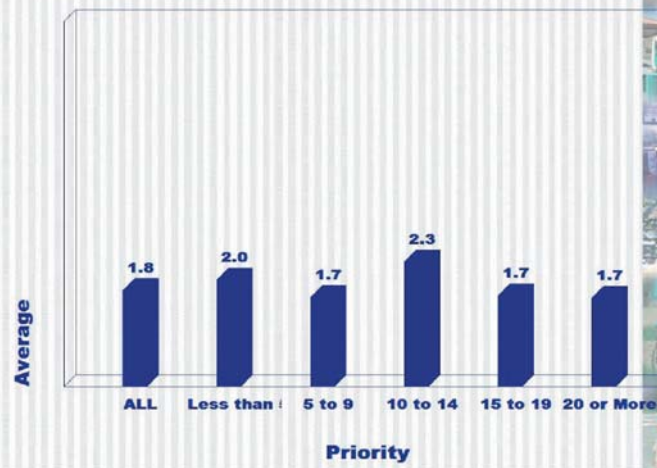
More rapid transit buses were a lower priority for this age group than the group as a whole.
(The lower numbers indicate stronger agreement and the higher numbers indicate more disagreement.)



E- Create a truck bypass



O- Synchronized traffic signals - regionally



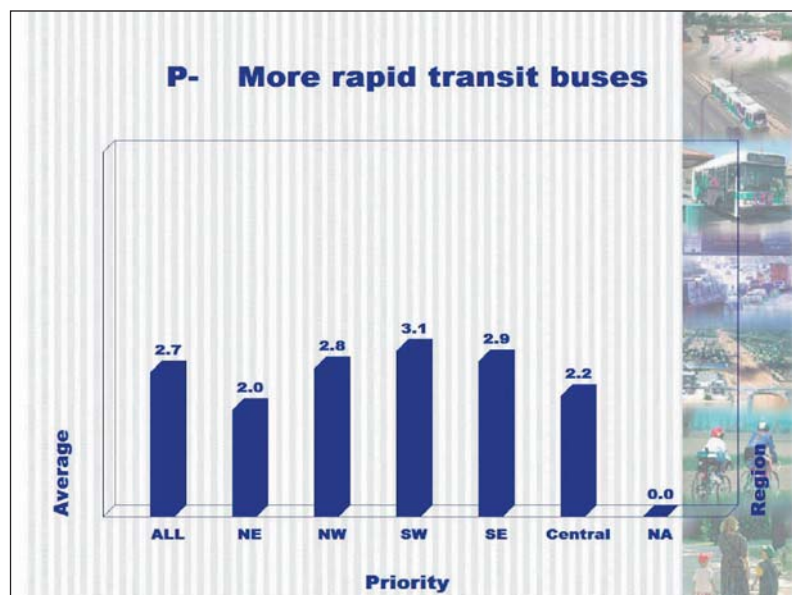
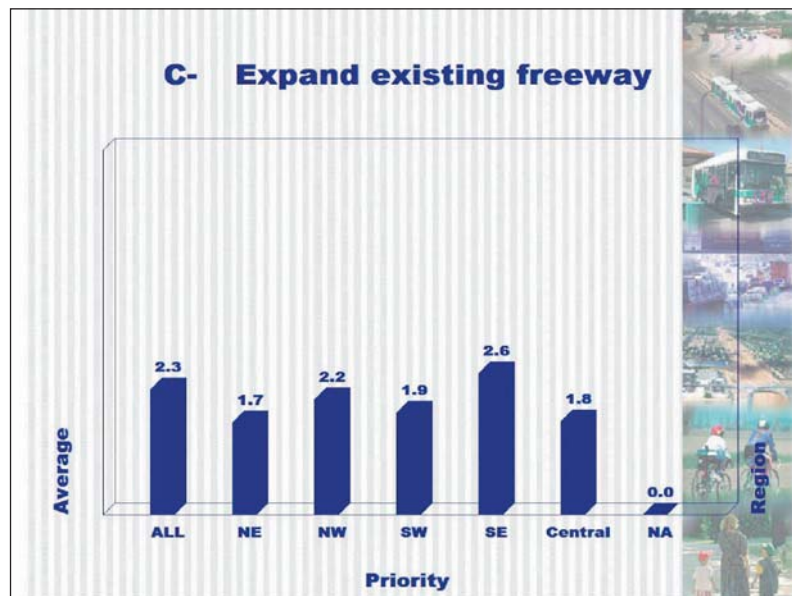
Differences by Subregion

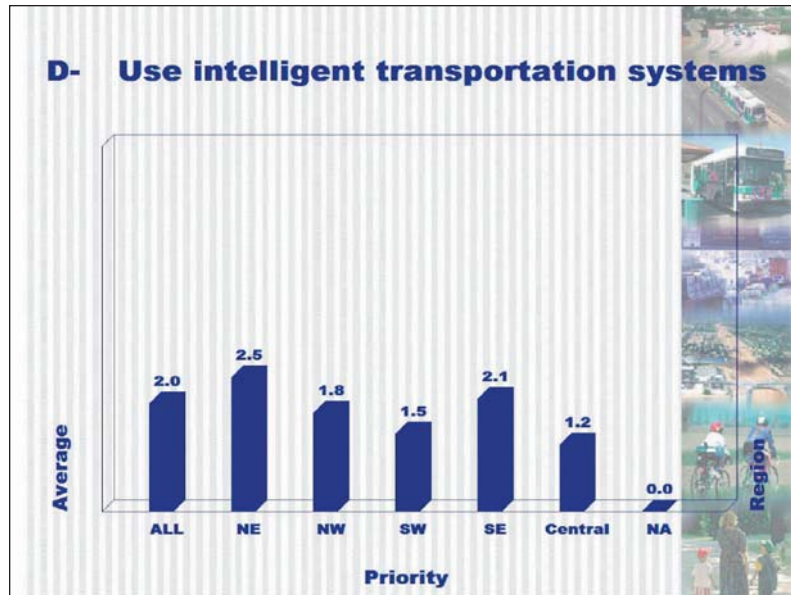
When looking at the subregions, it must be noted that the Southeast subregion made up forty-nine percent (49%) of the group and had a significant impact on the overall averages. There is little difference between the averages for the group as a whole and the Southeast participants.

Northeast Valley participants gave higher priority to:

- C Expanding the existing freeway system.
- C More rapid transit.
- C Increasing the use of intelligent transportation systems.

(The lower numbers indicate stronger agreement and the higher numbers indicate more disagreement.)

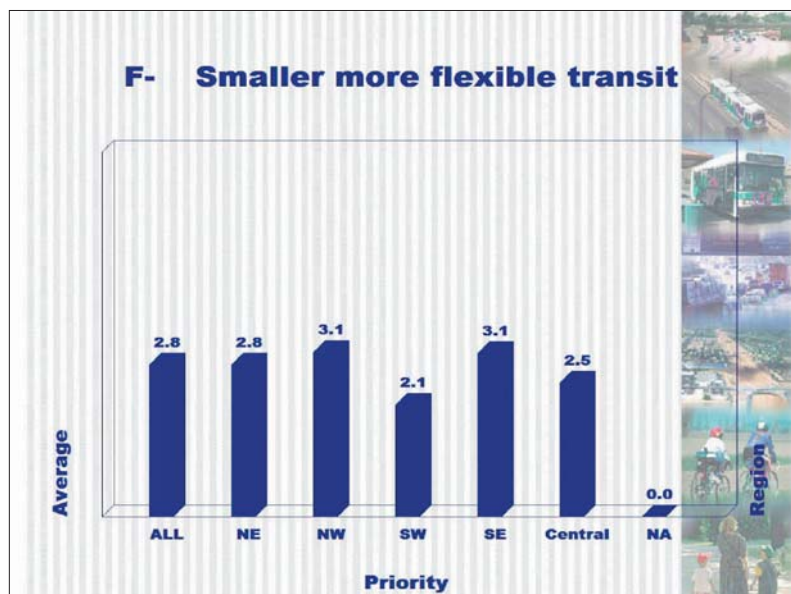




The Southwest Valley participants favored:

- C Smaller, more flexible transit service.
- C Expanding the existing freeway system.

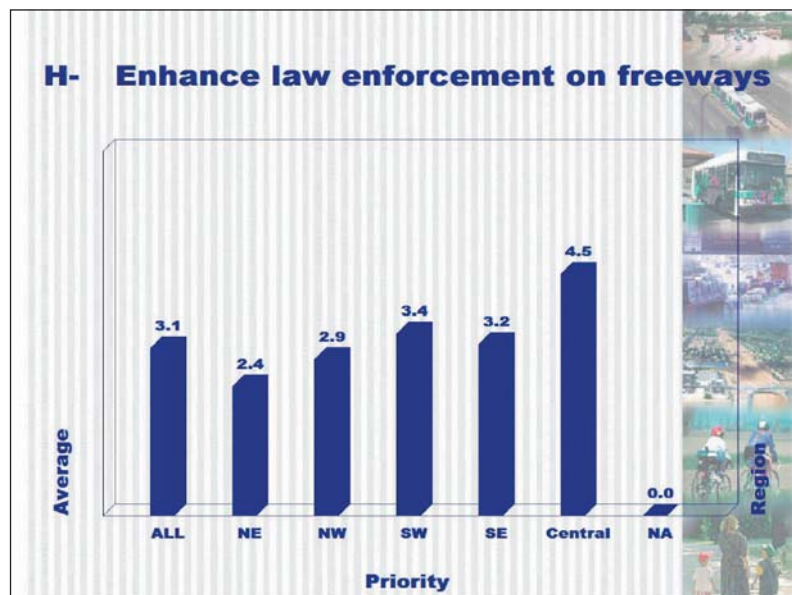
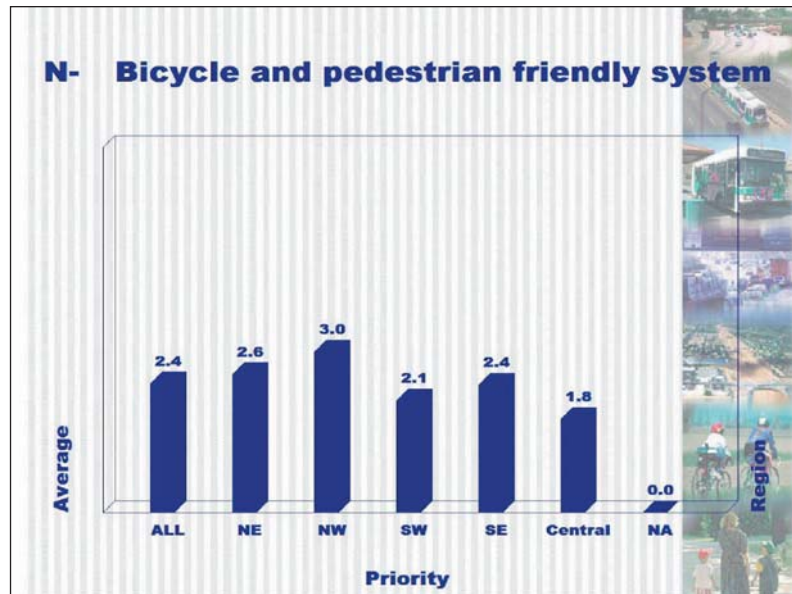
The residents from the Southwest Valley gave lower priority to use of intelligent transportation systems. *(The lower numbers indicate stronger agreement and the higher numbers indicate more disagreement.)*



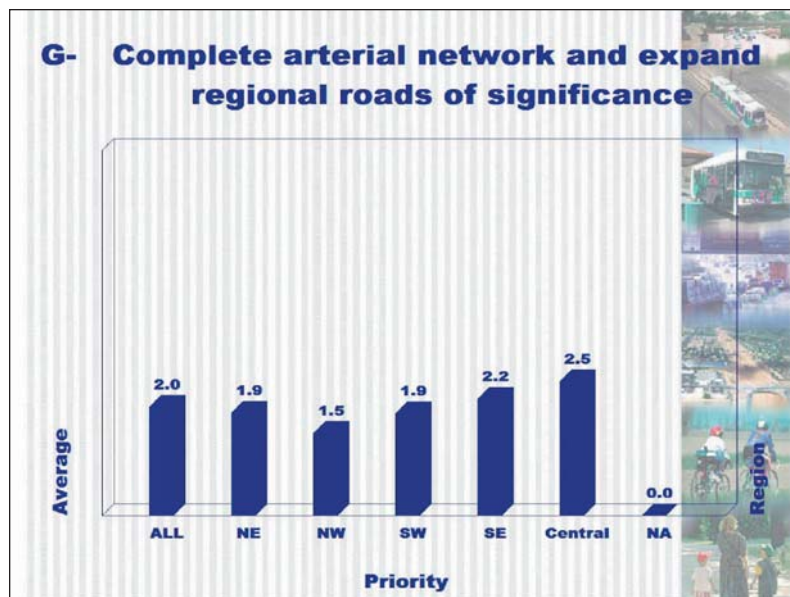
Central region participants gave priority to:

- C Expanding the existing freeway system.
- C Bicycle and pedestrian-friendly system.
- C More rapid transit buses.

Less priority was given to enhancing law enforcement and use of intelligent transportation systems by Central subregion residents. *(The lower numbers indicate stronger agreement and the higher numbers indicate more disagreement.)*



Northwest Valley residents gave a higher priority to completing the arterial network and expanding regional roads of significance. *(The lower numbers indicate stronger agreement and the higher numbers indicate more disagreement.)*

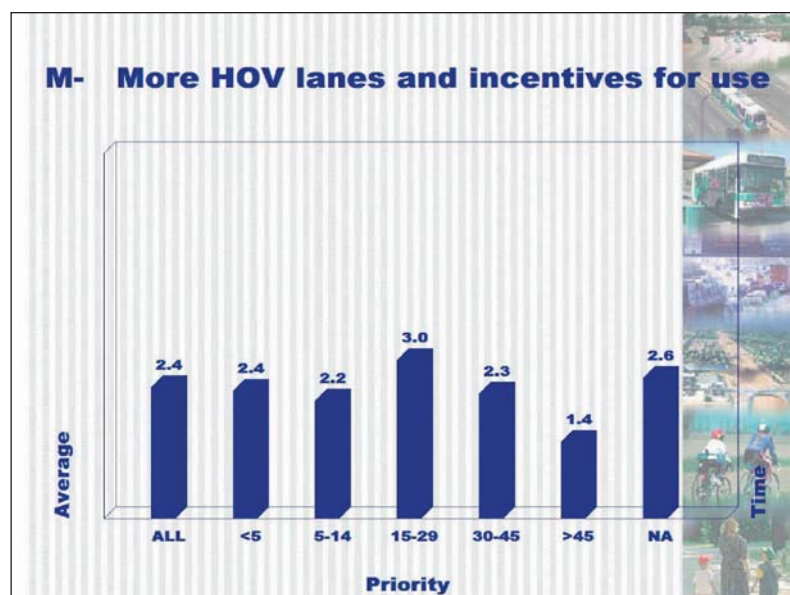


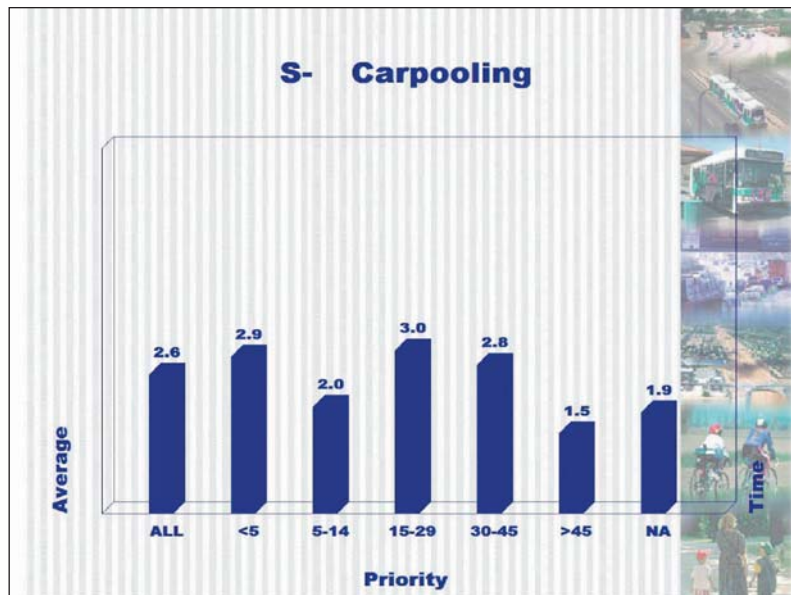
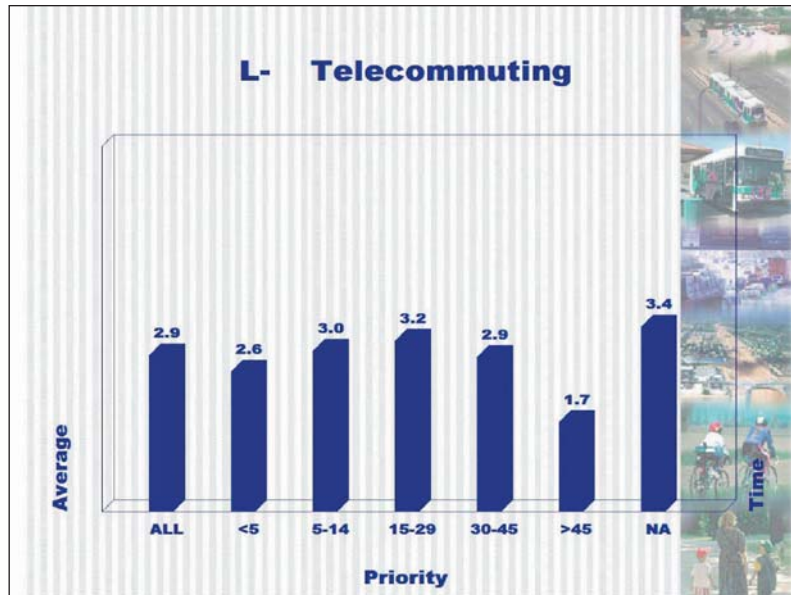
Differences by Commute Time

Participants with a commute time of 45 minutes or more favored:

- C More HOV lanes.
- C Telecommuting.
- C Carpooling.
- C Creating a truck bypass.

(The lower numbers indicate stronger agreement and the higher numbers indicate more disagreement.)



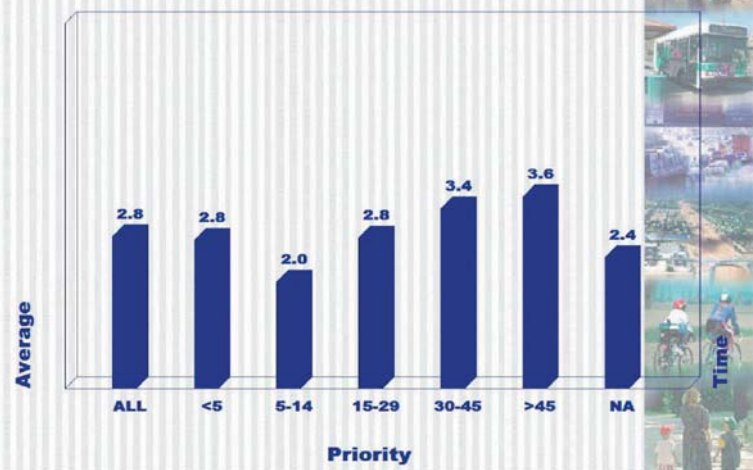


Those with commute times of 5-14 minutes favored a bicycle and pedestrian-friendly system and smaller, more flexible transit services. *(The lower numbers indicate stronger agreement and the higher numbers indicate more disagreement.)*

N- Bicycle and pedestrian friendly system



F- Smaller more flexible transit



Transportation Modal Preferences

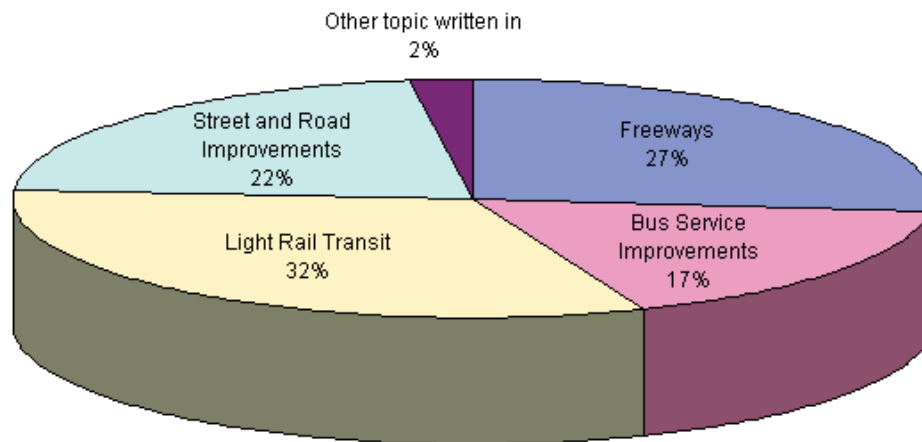
In December 2002, a poll conducted by Behavior Research Center asked 1,009 registered voters in Maricopa County their thoughts on transportation issues. One of the same questions asked in the December survey was asked of the Town Hall *Regional Visionaries*. At the end of the day, the following question was included on the event evaluation form:

If it was your job to decide how to distribute our tax dollars on transportation improvements, and you had a total of \$100 of tax money to distribute, how would you distribute it among the following four areas? Freeways, Bus Service Improvements, Light Rail Transit, and Street and Road Improvements.

Participants indicated that they would spend approximately:

- Twenty-seven dollars (\$27) on freeways.
- Seventeen dollars (\$17) on bus service improvements.
- Thirty-two dollars (\$32) on light rail transit.
- Twenty-two dollars (\$22) on street and road improvements.
- Two dollars (\$2) on other areas such as bike and pedestrian issues.

It is interesting to note that the split indicates 49 percent to be spent on freeway and surface street improvements, and 49 percent to be spent on transit-related projects.



APPENDIX

Discussion Panel Reports

Each of the ten (10) preassigned discussion panels had in-depth dialogue as they identified the positive attributes of today's regional transportation system, the problems with the system, solutions for the future, and finally, their top five solutions. Listed below are the complete notes that were recorded in each discussion panel.

To help prioritize solutions, some groups had participants utilize round stickers, or "dots," that they stuck onto the butcher paper to identify priorities. Where these stickers were present, the number of dots are indicated in parentheses following the notation.

Discussion Panel A

Facilitator: Judi Suedmeyer

Recorder: Michelle Green

Positives

Good grid system.

Proactive with a plan.

West to east side mobility.

Proximity and accessibility to freeway system.

Width of streets.

Good ITS infrastructure crossing jurisdictional boundaries.

Sensitivity to locating freeways and impact in neighborhoods.

No toll roads.

Significant number of miles of bike lanes.

Attention to aesthetics (landscaping, etc.).

Good maintenance.

Rubberized asphalt and noise mitigation measures.

Problems

Bus system is inadequate.

Poor transportation for seniors.

- Service does not cross boundaries.

Bus service tends to be parochial.

Poor east-west mobility due to lack of routes.

Too many traffic signals on some major arterials.

No incentive or personal motivation to use ride share and other alternatives.

Not enough park-and-ride lots.

Lack of cooperation among local jurisdictions on a regional transportation network.

Staggered intersections.

Renaming connected streets from city to city.

Not using low-volume hours to work on transportation improvements.

Not enough exits at major arterials.

Lack of planning for future freeways.
Not enough distance to merge with traffic at on-and-off-ramps.

Development and growth has outpaced transportation system.
Lack of an evacuation plan that is visible.
Lack of bridges over washes.
No at-grade railroad crossing allowed anymore.
Efficiency of bus system for short trips.
Bicycling – Lack of connectivity between jurisdictions.

Move accidents to side more quickly.
Scalloped streets.
Current light rail plan only services a small portion of the Valley.
Lack of commuter rail in east-west Valley.
Physical and environmental constraints to locating freeways.

- Have not looked at subterranean solutions.

Political considerations in decision-making process.

No discussion of Williams Gateway Airport in terms of its impact.
No regional land use planning.
Traffic congested by truck traffic; no dedicated lane on freeways.
Mix of modes inhibits positive growth of some of those modes.
Future capacity and location of Sky Harbor Airport.
Impact of seasonal visitors on system.

Solutions

A regional plan and the action for multimodal mass transit.
More park-and-ride lots (with more bus feeders to them).
Extending the freeway northeast.
Consideration of 404 and future freeways.
Subterranean is cost effective compared to going above ground – technology is improving in this area.
Renew the half-cent sales tax package (sell complete package).

Cities need to consider how they are going to contribute matching funds and dedicate enough right of way for modes other than roads.
Need to recapture federal dollars. Dollars are there, need to change approach in how we ask for it.
Need PR/marketing program to make them part of the solution.
Increase tourist taxes as a revenue source.
Investment in Bus Rapid Transit (BRT).
Multimodal system that is coordinated to make changing modes more easy.
Bus circulator to link to the larger system.
Bus pullouts.
Bus system and more park and rides that feed into light rail system.
More definitive deliverable in terms of timelines.

Make sure it is enough.
Toll roads.

Need accurate analysis of the financial impact of various modes of transportation.

- Cost to construct.
- Use and maintain.

Commuter rail – high capacity with few stops – should be a priority.

Find ways to increase municipal cooperation.

- Coordination of signal timing.

Need a centralized agency that has the authority to spend and coordinate with other agencies and municipalities.

Top Five Solutions

- Implement a plan for future regional and local multimodal high capacity corridors (rail – vehicle – bus – subway).
- Analyze financial needs and funding sources (true costs – fair share fed funding – sales tax).
- Centralized agency (funding authority – plan and implement).
- Education and marketing to citizens (funding – support – use).

Discussion Panel B

Facilitator: Helga Stafford

Recorder: Carlos Jurado

Positives

Long exit and on-ramps.

Freeway loops provide greater flexibility.

Love grid layout.

Clean burning buses.

Outer loops.

HOV lanes.

Personal efficiency.

Problems

Transit.

- Not enough routes. (4 dots)
- Not enough frequency. (4 dots)
- Not enough buses.
- Scheduling not convenient.
- Service hours not long enough.
- Turn out (pull out) lanes needed. (5 dots)
- Buses don't have right of way. (1 dot)
- Better use of park-and-ride lots with shuttles. (7 dots)

Light Rail.

- Congressional funding approval is needed. (5 dots)
- The scope is too limited. (4 dots)
- Integrate with existing transportation modes as much as possible. (5 dots)
- No advantage to have light rail. (3 dots)

Pedestrian Projects.

- Creating enhanced walking experience. (1 dot)

- Connectivity with other modes of transportation.
- Sidewalks at times too close to traffic and too narrow. (2 dots)
- Sidewalks don't always have access ramp for bike or wheelchairs. (4 dots)

Bicycle Projects.

- Connectivity – not coordinated (formalized); not helpful to bike commuters. (7 dots)
- Employer incentives and support. (1 dot)
- Safety and maintenance.
- Identified as a commuter route; better signage and labeling.
- No bike storage and park-and-ride lots in terminal areas.
- Drivers education about bicyclists' rights.
- Should bike routes be separate from traffic lanes? When possible, yes!

Freeways.

- Not enough options to freeways. (2 dots)
- No dynamic speed controls. (6 dots)
- Better planning needed.
- Left exits off freeways.
- Better education for drivers about freeway driving. (3 dots)
- Not enough park-and-ride lots. (5 dots)
- Time management during major events.

Solutions

Freeways.

- Dynamic speed controls on freeways.
- Better use of technology (ITS) and coordinate with grid system.
- More park-and-ride secure lots.

Bicycle Projects.

- Connectivity – not commuter friendly.
- MAG coordination and continued focus on commuters.
- Prioritize funding by MAG.
- Municipalities and developers work together to coordinate new paths with existing paths.
- Improve the signage.

Pedestrian Projects.

- Sidewalks don't always have ramps for bikes and/or wheelchairs.
- City ordinance to require the ramps and funding for retrofit.

Light Rail.

- Integrate with existing traffic modes as much as possible.
- Regional organization, perhaps MAG, oversees design and control fund for integrating multimodal system.

Transit.

- Better use of park-and-ride lots with shuttles.
- Developers with city guidance and financial support to fund transportation improvements.
- Board to plan, design and construct joint multimodal improvements.

Top Five Solutions

- Transit: Better use of park-and-ride lots. (7 dots)
- Bicycle: Connectivity – more/better coordinated (formalized); more helpful to bike commuters. (7 dots)
- Light Rail: Integrate with existing transportation modes as much as possible. (5 dots)
- Pedestrian: Sidewalks with access ramp for bikes and wheelchairs. (4 dots)
- Freeways: Dynamic speed controls. (6 dots)

Discussion Panel C

Facilitator: Susan Guthrie

Recorder: Brenda Geisen

Positives

Expansion of existing freeway (Superstition Freeway).

Grid system – expand existing freeways – freeway improvements (noisewalls, sound reducers, service roads).

Bus pullouts along arterials.

Good speed of completion of freeways, freeway improvements (rubberized asphalt).

Expansion of major arterials as alternative to freeways.

Minibus, express bus for local areas (convenience).

Good signage on freeway system/on and off-ramps, it is easy to find your way around.

Creative landscaping along freeways – berms, saving money.

Multimodal approach.

Regional connectivity of freeways.

Wideness of some freeways.

Message boards help redirect.

Technology – camera systems (to manage traffic).

Rubberized asphalt on freeways.

HOV lane – ease/convenience of getting in/out of lane (good design).

Issues

Bus.

Light rail – move people.

Funding needed.

- Legislature.
- Ballot – Funding.

Ramp metering.

Undocumented drivers licensed.

Funding – need political clout to get federal dollars. (1 dot)

Pollution (reduce it) and reduce number of vehicles.

Diesel emissions.

Speed limits (in terms of car performance).

Engineering of streets – slow traffic.

202 noise.

State legislation – inertia and partisan.

Message boards: hard to read whole message.

Regional approach needed that transcends county/state.

- Decrease regulations.

Regional access lacking – Williams Field access.

Signal coordination – smart traffic, left turn – lagging left vs. other.

Event traffic.

Employment centers – not central – too spread out.

Dial-a-Ride – doesn't cross city boundaries.

Arterial planning (shared use).

Coordinating planning: land, air, transportation.

Question long term planning.

Long term planning – what will vehicles be like?

Education (need more).

More pedestrian overpasses needed.

Emissions.

Solutions

Coordinate transportation to concentrate economic development (employment centers). (2 dots)

Educate public about funding issues. (5 dots)

Prioritize education on transportation.

Inform voters.

Get congressional support for demo projects. (4 dots)

Pass laws/legislative support.

Regionalize funding and planning. (4 dots)

Coordinate traffic signals/ramp metering/traffic management systems. (4 dots)

Make bus system a priority.

Event traffic – close street except for public transportation.

Light rail all over Valley. (1 dot)

Regional connectivity planning (1 dot)/statewide solutions. (4 dots)

Long term planning/anticipate future creativity (3 dots)/formalize interregional planning/prioritize needs.

Multimodal approach.

More overpasses for arterials (Grand Ave.).

One way arterials.

Collaborate; vested interests bring people together. (3 dots)

Assess and regionalize administration and funding of Dial-a-Ride.

Get political clout to get federal funding.

Continue/increase rubberized asphalt. (4 dots)

Make cars more efficient, less polluting, cleaner emissions with marketable designs. (1 dot)

Create MAG forum to inform congressional delegation. (1 dot)

Lobby auto designers to make hybrids desirable – new engines that use less oil and pollute less. (2 dots)

Continue/increase multimodal approach in planning.

Pay at the pump – people who drive more, pay more. (1 dot)

Long term planning and zoning coordinated.

Improve bus service (faster routes) to encourage bus use.

User fees – HOT lanes to generate revenues. (1 dot)

Camera monitoring (Web access).

ITS – Future vehicles – Design streets to match technology.
Room to grow.
Review planned freeway right-of-way.
Spoke and hub transportation concept.
Continue to develop freeways that link together. (2 dots)
Financial support.
Toll roads.
Extend freeways to projected growth area. (1 dot)
Educate legislators re: transportation needs – lobby them.
Transit where it makes sense.
Expand “region.”
Pollution – Truck and car emissions – legislation needed.
Integrate surface/air transit planning. (1 dot)
Regional standards for traffic flow/regulation (e.g. left turn arrows, synchronize lights across city limits).
Create disaster or terror mass evacuation plan.
Bus corridors – only buses allowed – make preference. (2 dots)
Anticipate needs/trends.
Plan for the transit needs of elderly/disabled. (2 dots)

Top Five Solutions

1. Educate public about funding issues.
2. Interregional/statewide planning solutions.
3. Congressional support for transportation funding.
4. Interregional/statewide funding.
5. Rubberized asphalt.
6. Traffic management systems.

Discussion Panel D

Facilitator: Peggy O’Sullivan

Recorder: Heidi Pahl

Positives

Rubberized asphalt.
Access to outskirts of Valley.
Aesthetic freeways.
Electronic signs on freeways.
202 connection to other freeways.
Grid system.

- Logical layout.
- Timing signals.

No cloverleaves – straightforward.

Freeway system allows people to get from one place to next quickly.
Loop 101 brings region together.
Streets do not change names from city to city.
Freeway options.
Widening freeways SR 51, I-10.
Vision to look at light rail transit.

Leaders look to other cities for example on transit.
Pedestrian bridges.

Park-and-ride.

Problems

Scalloped streets.

- 4-2 lanes.

More HOV lanes (planning phase).

Bus turnout lanes.

Combine bus and light rail transit.

Regional outlook required for true mobility on arterials.

Delay in projects.

Financial resources decreased.

Parkway plans changed.

Bicycle access poor and bicycle hazards.

No light rail transit from east to west.

Night driving.

Need car for mobility.

No coordination between cities and transit systems.

Extra time to use bus.

More transit planning.

Land Use.

Development not coordinated with freeway.

Right-of-way from beginning.

Encouraging sprawl.

Diversify transportation system.

Further outlook > 10 years.

More education, especially with media.

Improving Dial-a-Ride.

Improving bus system.

Incentive to use transit needed.

Express bus service expansion.

Don't want to be L.A.

Time and money is incentive.

Expand light rail transit to more congested areas.

Unpredictability.

Pollution – clean buses needed.

Build roads with left turn signals.

- For example, Tucson.

Leading, lagging left turn lane.

Time of day is an issue, peak problems (light rail solution).

Loop 101.

- Above vs. below.
- Ground noise impact.

Why stop at freeway on-ramp when traffic is at high speed?

Carpool and HOV lane at entry of freeway.

Extra HOV lane short distance safety issue.

Solutions

Look to other cities (international) especially for peak-hour problems.

Dedicated bus lanes.

Buses that meet air quality.

Good transit system.

- Bay Area, SF.
- Paris, France.
- Portland, OR.
- NY, NY.
- Chicago.
- Atlanta MARTA.
- Munich.
- Bogota.
- Toronto.
- Mexico City.
- Brazil.
- Puerto Rico.

Integrated.

Benchmark other places including failures.

Park-and-ride lots.

Regional orientation.

- Not city focus.
- Whatever solution other cities have implemented that we admire.
- Have one system, one company.

More leadership.

Need coordination of easements.

Plan long range right-of-way acquisition.

Focus on serving key traffic generations/destinations.

- Scottsdale downtown.
- Stadiums.
- Downtown.

Link light rail with existing lines.

Look at canal systems.

- Bikes and trails.
- Trains.
- Light rail.

Understand difference between light rail and commuter rail.

Recognize different technology for rail lines.

Incorporate light rail; find a way to work within system.

Santa Fe.

Take lanes from freeway for light rail (9 dots on these rail items).

Use existing right-of-way as much as possible.

Avoid condemnation.

Look at underground system; cost may be worthwhile.

Be open minded.

Portland has rail and underground systems.

Need to educate people to understand inconvenience for long term benefit.

Take a lane of freeway for transit to create incentives (time and money).

Capacity expanded.

Get right-of-way/extra lane up front.

Tax incentives for transit users (time and money; telecommute).

Plan long-term buildout. (3 dots)

Future residents need to be considered.

Convince senior citizens.

Someone has to pay.

- Additional funding.
- Tax increase.

Educate youth (grades 5 and up).

System development.

- Impact fees for future.
- Regional fees for future.

Cultivate baby boomers.

Stewardship.

Control growth. (2 dots)

Growing smarter.

Inconvenience so great, must create solution.

Disincentives.

Plan light rail transit with freeway.

Jitneys.

Lifestyles, expectations.

Shared public vehicle ownership.

Truck bypass needed. (5 dots)

- Phoenix is major hub.

Consider NAFTA.

- International truck traffic.

Airline traffic diverted to feeder airports.

Open bus lane under park in Phoenix.

Look at tolls. (1 dot)

Top Five Solutions

- New funding sources must be found.
 - Incentives.
 - Disincentives.
 - Regional impact fees.
- Use regional approach with one system (one company).
- Incorporate light rail within existing system.
 - Freeway lanes.
 - Canals.
 - Railroad lines.
 - Bus systems.
 - Park-and-ride.
- Plan long term for buildout; right-of-way land acquisition.
- Build truck bypass.

Discussion Panel E

Facilitator: Cass Rankin

Recorder: Harry Wolfe

Likes

Grid street system.

Ease of finding way.

East Valley accessibility via freeway system.

Loop system.

HOV lanes.

Bike racks on buses.

Greenway Boulevard is an excellent arterial – should run across entire Valley (West side).

Bus pullout lanes.

Rubberized asphalt.

Landscaping.

Aesthetically pleasing noise walls.

Central location of airport.

Integrated highway system.

Long on-ramps.

Dislikes (Problems)

Lack of arterials on West side.

Bell Road congestion.

Poor taxi service.

Lack of transit service to and from airport.

Unclean buses.

Hard to see stop within the bus.

Visibility of street signs at intersections.

Picking up and dropping off at airport.

Lack of northern access to Beeline Highway.

- Lack of crosstown boulevards.

Exiting 202 to 101 north.

Lack of adequate frequency of service on transit.

Circuitous transit routing.

Infrequent weekend service.

Signage on freeway doesn't give adequate warning.

Inadequate lighting for arterial street signs.

Lack of regional coordination for transit.

Lack of support for alternative fuel vehicles.

Lack of support for HOVs and HOV lanes.

Inadequate bike paths in Northwest region.

Inadequate integration of land use and transportation.

Inadequate Dial-a-Ride service.

Lack of socially inclusive transportation service.

High auto insurance cost.

Lack of promotion of and support for use of transit.

Lack of knowledge about use of mass transit.

Lack of incentives to carpool.

Left hand turn lanes.

Pollution (Brown Haze).

Solutions

Garner grass roots support through citizen input.

More express buses.

Demand management.

Promote "car-free day."

Consolidate trips to same destination.

Inform visitors of transit options.

Local circulator vans.

Publicly-funded transit for special needs populations.

Include land use in transportation planning.

Transit bus/street signs – Bus drivers should call out arterials to passengers (this is done on most major transit systems).

Transit times/frequency – Better signage at transit stops and connectivity of multimodal transit.

Advanced warning and guidance for on-ramps.

Improve signage to better enable you to determine what lane you should be in.

Enforce speed limits.

Signage for visitors promoting tourist/transit.

Supplemental commercial service airport.

Complete roads of regional significance.

Buildout the grid (especially West side).

Traffic engineering enhancements to freeway exits/entrances.

Use of jitneys more attuned to smaller markets.
Messages on buses.
Drivers of buses call out name of stop.
Regional standards for better signs (size and lighting).

ITS.

- Light synchronization.
- Smoothing traffic flow.
- Light blinking to signify impending changes.

Make left turn signals consistent regionally.
Signs that specify speeds to make lights.

Expedite clearance of fatal accidents from intersection.
Create alternatives to get around accident scene.
Educate and market to youth on benefits of and use of transit.
Lengthen left turn lane to accommodate more cars.

Top Five Solutions

- Marketing and education for alternatives to single-occupant vehicle (Promote “car-free day,” mass transit).
- Regional standardization of transportation (Consistent standards for signals, signs, lighting).
- Smaller, more flexible transit alternatives to supplement major transit system (jitneys, super shuttle, increased Dial-a-Ride).
- ITS/Traffic engineering enhancements to reduce congestion and enhance safety (Tourism directions, signage, intelligent roads, left hand turns, speed posted, relieve congestion).
- Completion of arterial network and expansions of roads of regional significance.

Discussion Panel F

Facilitator: Sally Odette
Recorder: Ken Hall

Positives

Progress we are making.
HOV lanes – effective.
Overall expansion of freeway system (lanes).
More freeway miles.
Completion of Loop 101.
Acceleration of time frame for completing the overall system.
Movement in (2) various directions.

Increased bus services (routes, times, facilities, park-and-ride).
Rubberized asphalt (noise reduction).
ITS/freeway monitoring.
Metered freeway off-ramps.
Off-ramps/lanes (movement and efficiency).
We have a better idea on what our growth is looking like.

What do we have that other metropolitan areas are missing?

- An aesthetic freeway system (designed well and looks nice – art/designs).

- A good system of canals for possible transportation utilization (bikes, pedestrians, etc).
Adopt-a-highway program.
- Better job in designing and planning the loops (freeways – Loop 101/Loop 202).

Problems

Too much construction.

- Bad signage.

Mass transit facilities are not convenient for the general populace. (1 dot)

Planning is “too late” (reactive planning).

Need to adjust transportation planning while in a stage of tremendous growth.

All planners need to think regionally. (4 dots)

Create our own bottlenecks through lack of “foresight.” (5 dots)

Inefficient transportation expenditures (example – 53). (2 dots)

Lack of bus pullouts. (2 dots)

Inability to purchase right-of-way ahead of construction. (1 dot)

Arterial system isn’t taking bikes and pedestrians into consideration.

303 missing from maps.

Left-hand turn lanes not uniform between communities (arrows + number of lanes). (2 dots)

No “good plans” for high-capacity transit.

No “out of the box” thinkers. (5 dots)

No one system is answer to transportation issue. (7 dots)

Planning “leaves out” peripheral communities. (2 dots)

Lack of traffic light timing on arterial road system. (1 dot)

Plans and construction of roads do not keep up with growth.

Populace may not be willing to pay for needed improvements and lack of municipal funding for transportation.
(2 dots)

Changes in planning on freeway miles.

Political struggle.

Credibility problem with the voters (plan vs. actual proposed).

Rapid change in population from one side of the region to the other has changed planning.

Not expediting the design build/construction process on the regional system.

Solutions

Stop copying other metropolitan area and be unique.

Need to be focused and represented “regionally” (TPC). (4 dots)

Creative funding allocation on transportation dollars. Representative funding that meets both local and regional needs.

The need to secure future lands for right-of-way.

Need to create a better “vision” for the future including plans for funding. (1 dot)

The need to enhance overall regional mobility for the effective movement of people and goods.

The need for better land use planning so that you minimize transportation trips. (4 dots)

The need to educate community leaders about the need for a future multimodal transportation system
“choices.” (6 dots)

We need to plan transportation systems from an economic development perspective. (6 dots)

Top Five Solutions

1. The need to educate community leaders about the need for future multimodal transportation system (“choices”).
2. We need to plan transportation systems from an economic development perspective.
3. The need for the TPC to be focused and represented “regionally.”
4. The need for better land use planning to minimize travel (trips).
5. Need to create a better “vision” for the future (including plans for funding).

Discussion Panel G

Facilitator: Heidi Annest

Recorder: Paul Ward

Positives

64 – little regional system.

Appreciate new system – but becoming congested.

New system makes arterials work better.

Well maintained, good signage and pleasant art work.

Good communications regarding system – advance notice of maintenance, etc.

Discussion is mainly freeways – additional transit is good.

HOVs during off-peak – good.

Bigger, more visible street signs.

Finally improving Grand Avenue!

Timing of lights is generally good.

Incorporating bike/pedestrian facilities.

Forward looking – light rail, etc.

Good traffic control for pedestrians.

Buses – pullouts reduce traffic congestion.

Buses – bike racks are good.

Kids using public transportation (Phoenix only).

Smart traffic signals are preferred (speed control).

Noise mitigation (walls, rubberized asphalt).

Agreeable artwork, landscaping, wall designs.

Problems

Too much traffic – not enough capacity, even with current plans.

Lack of coordination between facilities and enforcement.

Need more funds for coordination.

Need to balance capacity needs with quality of life (safety/art).

Freeways are a means to go from A to B – but can create problems with congestion and noise.

Communication important.

Congested major arterials (Bell Road).

Intersections/interchanges could be better designed (Loop 101/Loop 202).

Some ramp meters do not appear to do any good.

Lights should be timed for traffic flow, not timed.

Highways are not designed for ultimate volume – need to be widened later.

Mistakes are not being learned from – all freeway intersections are left turns!
Some cities/towns need to improve signage – regional standards.

Police control of speed/unsafe drivers – stand-off viewers (Binos) and downstream enforcement.
Need to call 9-1-1 for non-emergency problems – need to educate for what to do (call boxes, billboards, electronic signs) non-emergency phone number.
Reputation for staying within the rules is crucial – need to develop a strict reputation.
Visible enforcement best way to slow traffic – should concentrate on unsafe drivers.

Telephone number for reporting unsafe drivers.
Action needed to enforce speed limits.
Consistent speed limits across the region.
Lack of high-speed lane (drivers stay in fast lane) – education needed.
Four sheets of butcher paper filled with comments regarding driving – where is our transit discussion?
Bus schedules change too often and not enough buses.
Increase parking fees – main step is to change people's mentality.
Lack of transit (increasing tobacco prices has not decreased usage).

Education needed regarding public transportation (limitations as well as benefits).
Weather is an obstacle to public transportation – too hot to wait for buses.
Should have an honor payment system (ATM type machine so change is not needed).
Successful transit requires business/activity centers – Valley is too spread out for really effective transit.
Look at airport and stadiums.
Unsure about light rail – feel that BRT (Curitiba) would be better & less expensive.

Every major world city has some form of mass transit.
We need to plan for such a system.
Phoenix metro has a large amount of options (including even horse trails).
Activity centers will guide mass transit types.
Mass transit can guide development.

Solutions

Funding.

- Acceptance: taxation of some kind.
- Flexible funding to allow improvements to occur where best needed.
- Earmark tax dollar for highways.
- Seniors need to be convinced to think of the future to vote on a transportation system.
- Increase presence of law enforcement.
- Include and improve law enforcement on our freeways.
- Increase funding for enforcement.
- Traffic enforcement on freeways.

Planning.

- Collaborative pre-planning.
- Courageous future-thinking and building foundation.
- Learning from mistakes.

- Improved planning: extra lanes (I-10: Tatum coordination, utilities, etc.).
- Plan transportation based on types of vehicle systems that are being considered for future.
- Buildout systems initially with the future in mind so that we can eliminate some of the necessity of after-the-fact expansions that are more expensive and cause delays in traffic movement.
- Keep art and aesthetics strong.
- Improve mass transit options.
- Plan mass transit to also consider the increasing age of our citizens.
- Viable rapid transit (not light rail).
- Schedule buses to meet peak travel periods during the day and for events.
- Lots of light rail.
- Rapid transit by light rail.
- Build freeways to accommodate some of the light rail system.

Improve Traffic Flow.

- Improve/standardize street signs in all cities.
- All trucks over 2 tons that are on the freeway move to the right unless passing.
- Traffic lights that respond to traffic flow.
- All areas with timed traffic flows.
- Consistency of speed limits (freeways and surface streets).
- Install signs on the freeways for slower traffic to drive to or stay to the right.

Capacity of Surface Transportation.

- More lanes on freeways and major surface streets.
- Increase capacity of freeways.
- Regional bike paths.
- Creating more major arterials connecting all Valley cities/towns.
- Construct additional arterial streets (express ways) to connect with freeway.

Land Use Planning.

- Educate the commercial businesses to locate their operations so that the public can take advantage of available mass transit.
- Encourage infill; development with incentives.
- Provide tax incentives for businesses to locate near population centers.
- Education on transit options.
- Citizen involvement in daily issues.
- Consumer education.
- Ongoing public relations program for public transportation.

Top Five Solutions

- Funding.
 - Need taxation of some kind.
 - Earmark tax dollars for highways.
 - Flexible funding.
 - Convince seniors of the need for funding.
 - Do not include sunset on new tax rates.
- Planning.
 - Future thinking – decide now.
 - Learn from mistakes – plan for more capacity early.
 - Keep art and aesthetics.

- Coordinate with other projects to avoid duplication.
- Determine type of vehicles that will be mainly used in future.
- Enforcement.
 - Increase presence.
 - Increase funding.
 - Increase traffic enforcement.
- Improve mass transit options.
 - Age considerations.
 - Rapid transit (not necessarily light rail).
 - Light rail needed.
 - More buses during peak hours and special events.
 - Align light rail with freeways.
- Improve traffic flow.
 - Standard street signs across region.
 - Regional traffic signal timings.
 - Consistency of speed limits on freeways and arterials.
 - Signs for trucks and slower traffic to drive on the right (pass left only).
 - Traffic lights that respond to traffic flow.

Discussion Panel H

Facilitator: Eric Latto

Recorder: Maureen Decindis

Problems

Carpool to meetings – next Town Hall facilitate carpooling.

No other options but driving – rather bus.

Congestion: surface streets.

Different left turn signals (i.e. lagging) – need consistency.

Street signs too small/not lit/covered by trees.

Synchronized lights.

Congestion at merging freeways – confusing to assess – ongoing traffic.

Channel on radio – estimated time to make it through or ADOT signs.

When constructing a freeway add more lanes to begin with.

Variable message signs – can't read – flickers on/off too soon – sun reflection.

Need dependable regional transit service.

- More frequent.
- Network everywhere.

Vouchers for cabs for those that don't need accessible vehicles of Dial-a-Ride.

Need more alternatives for seniors.

Problem: not enough paratransit.

Downtown conventions: require rental car.

- 0 taxis.
- 0 transport to Scottsdale/Tempe.

Construction during day.

- Need at night.
- Do only 1 parallel street at time.
- Or, do street 3 times over due to utilities, etc.

Funding.

- Especially bicycles/pedestrians and all forms of transportation.
- What is gas tax?

Changing names of arterial streets and freeways.

- Call Loop 101 West and Loop 101 East.

Bike/Pedestrian.

- Need excellent off-road network of bike paths.
- Widen bike lanes.
- Roads are too close to sidewalk – shade – nothing to look at.

Seniors.

- Increase signal time.

Make paths everywhere for bicyclists, pedestrians, good for air quality.

Decent protective bus shelters (i.e. no shade even in new terminal downtown).

Bus service.

- Not sufficient.
- Can't go where people want to go.
- More room for wheelchairs.
- People don't know how to get bus information.
- Dedicated funding for bus.
- Lack of forward planning needed for bus everywhere: right-of-way and acquisition.

Air quality.

- Advocacy at state and federal level – do our representatives and senators have our best interests at heart?
- Especially seem to be against transit and rail.

Growth.

- Out instead of up.

Solutions

Advocacy.

- Communicate to our Arizona-specific representatives at state and federal level.
- Comprehensive advocacy that citizens could help with this effort with comprehensive education, PR/ efforts.

Build second regional airport.

Rapid transit above or below.

Transit system in middle of freeways.

Terminal under Margaret Hance Park.

New freeway or reconstruction of freeway.

Vouchers – cab instead of Dial-a-Ride.

Funding.

- Increase sources (i.e. gas tax).
- All forms of transportation including transit/bike/pedestrian.

Connect off-road network of bike paths over arterial freeways.

Buffer for pedestrian facilities.

Bus.

- Bus shelters protect against sun (i.e. like rail stations).
- Forward planning.

Consistency with turn signals/timing lights across boundaries.

Channel on radio – traffic, estimated commute times, use route numbers not names, ADOT electronic signs need to be readable in sunlight.

Planning – when you build freeways, add another lane.

Charge new development impact fees for transportation/demand bike paths.

Transit, bike and pedestrian – more dependable interconnecting regional system.

Top Five Solutions

- Funding – Fund all forms of transportation equally including transit, bikes and pedestrians.
- Growth – Charge impact fees for transportation (rail/bus/bike/pedestrian).
- Interconnected regional system for transit and bicycle with pedestrian off of the roadway, turn and traffic signals synchronized.
- Advocacy – Communicate to our state and federal representatives. Develop comprehensive PR and education effort on this issue.
- Rapid transit above and below ground especially with new development of freeways or reconstruction.

Discussion Panel I

Facilitator: Grace Nakar

Recorder: Steve Tate

Positives

Grid, easy to find.

- Predictable network.
- Bridges, connected streets.

Overpasses at freeways.

- Like landscaping in some areas.

HOV lanes.

Signage good – big and readable.

- Very user friendly.

Steady improvements.

Logical, understandable system.

Street/freeway has multiple paths.

Arterial system has lanes.

- Good arterials.

County requires bike lane when reconstruction occurs.

Scottsdale: canal/multiuse paths.

Problems

Need mass transit.

- Old plan poorly defined.
- Not credible plan.

Lack of interconnected transit system.

- Not interregional enough.

Bus system doesn't run at all hours.

Poor pedestrian comfort (heat – no cover for bus stops).

Lack of connectivity for bike routes.

- Poor signage for connection.
- Signs for "share the road."
- Law on turns, give cars right of way.

Air quality.

Road condition and other facilities needed for transit.

High speed travel – safety problem.

Transit adversely affected by congestion on freeways.

High gas costs.

Transit too slow to serve multiple centers.

- Dispersed centers.
- City hubs.
- Entertainment.
- Communities.

Transit system not attractive to visitors.

- Difficult to understand.
- Discourages business visitors and conventions.

Inadequate marketing of transportation alternatives (buses).

Enforcement of dust covers on trucks and other safety laws.

Street construction causing problems.

- Lack of coordination across cities.
- Provision of sidewalks during construction.

Not pedestrian friendly.

Solutions

Integrated charges for new transit system (e.g. comprehensive transfers).

24/7 (bus service). (3 dots)

Alternative transport must be independent of freeway – not impacted by congestion (e.g. light rail).

Viable and attractive.

Need "ASAP" mass transit along some present road systems.

Fund more bike route amenities (water stops, shaded areas, etc.). (1 dot)

Expand bike routes, not necessarily on streets.

Public education on bicycle safety. (1 dot)

"Share the road" signs and education to drivers and law enforcement – law 28-735, leave 3 feet for bicyclists.

Expand sidewalks and move from streets where feasible

Intermodal facilities for bikes and pedestrians at rail and bus hubs (bike lockers, sidewalks and restrooms).

Change pedestrian mind set (Last Mile Problem).

Encourage progressive legislation for scooters, human transporters, bikes, etc.

Hybrid vehicles.

Punish cars to keep out of congested areas.

Employ incentives for more fuel-efficient vehicles. (2 dots)

Speed humps: eligibility criteria should be based upon safety versus number of vehicles and speed.

Alternative traffic control options (i.e. round-abouts).

More/consistent left-turn arrows including trailing arrows.

Be consistent with left-turn arrows leading or trailing.

Improved design of roads surrounding major destinations.

“Smarter” traffic signals keyed to use.

Regional synchronization of traffic signals.

Additional exits from freeways.

Encourage more people to use HOV lanes.

Better communication regarding construction and alternative routes.

Better coordination of road construction projects between cities.

We need subways. We will have:

- Better air quality.
- Fewer traffic accidents.
- People will get to places faster.
- Ideal mode of transportation in the summer.

Accelerate fixed rail projects (project manager, public update, etc.).

Fixed rail system that doesn't only lead to downtown Phoenix.

Promote bus and light rail to community. Free day to ride park-and-ride parties.

Development of regional rapid transit could resolve many issues that automobiles cause. Must be so designed to be transportation of choice.

Development of rapid transit should be electric or alternative fuel to improve air quality but must become transportation of choice to be effective.

Develop regional rapid transit system to far-reaching communities. Consider elevated trains versus subways in considering costs.

Bus stops:

- Same amenities even for those at low income or within affordable housing communities.
- Put shade, trashcans, bike racks, newspaper stands.

Customer service oriented drivers on Metro Bus System.

Add more parking for park-and-ride lots on existing bus system.

Increase awareness of available bus routes – HOV rules and times.

Post bus schedules at bus stops.

Post bus schedules! (e.g. grocery stores, hospitals, stadiums).

Increase number and times of express buses and destinations.

Coordinate park-and-ride lots with developers of planned communities. (1 dot)

More regional planning sessions to interconnect transit systems throughout county.

Have a mass transit zone – no charge.

Utilize bus system to reach a rapid transit system to and from neighborhoods and business areas.

Mass transit to/from airport and downtown.

More connected transit system – bike, bus, pedestrian, and rail.

Light rail/subway system/canal system (riverwalk in San Antonio).

Instill more participation of citizens in the planning.

Escalate current construction projects.

Rearranging of priorities.

Regional interconnection, not isolated islands. (2 dots)

Get half cent tax on the ballot and find other funding sources for regional transit systems. (3 dots)

Make sure there is funding for all modes of transportation. (3 dots)

Strong simple connectivity – for example: airport – hotels – meeting centers – restaurants – shopping – university – visitor friendly. (3 dots)

Air quality solution – bicycle lanes on arterial roads to connect to bus and rail systems, parks and shopping.

Each city must adopt bike route connectivity. (5 dots)

Develop hubs and centers where people can eat/shop/entertain/work along mass transit system. (3 dots)

Better marketing and advertising of transportation alternatives currently available. Educating the public. (4 dots)

Tourism and air quality solution: Light rail to connect airport – convention center – ASU/Tempe and north to Glendale. (6 dots)

People thru-ways: town centers to entertainment center to shopping. (4 dots)

Incorporate connecting corridors (underground or above) between buildings in downtown Phoenix for pedestrian comfort (especially for rapid transit).

Coordinate all construction projects throughout the Valley. (2 dots)

Better coordination of arterial projects. (2 dots)

Top Five Solutions

1. Transit and light rail needed to provide strong, user-friendly connection to Civic Plaza, ASU, Airport, Glendale – Market it!
2. We need to extend half cent sales tax to fund all modes of transportation including transit.
3. Regional bike routes providing connectivity to transit, parks, schools, shopping.
4. Improve connectivity to town centers, entertainment, shopping – use walkways (tunnels and bridges) that can be climate controlled.
5. Improve coordination among construction projects to reduce traffic problems.

Discussion Panel J

Facilitator: Kitty Wiemelt

Recorder: Shawn Krill

Positives

Simple – easy to follow.

Outer loops – Bypass.

Grid system – Avenue and Streets.

Rubberized asphalt for noise control.

Vision – Planning.

Aesthetics – Art work.

Freeway acceleration.

Below grade freeway.

Exit and merge lane – right of freeway – add/drop.

Good signs.

Alternatives – major arterials.

Advanced planning and right-of-way purchases.

Problems

Local road construction.

Older freeways – not updated/bottlenecking.

Separation cable barrier.

Need more traffic control.

More speed limit signs.

More HOV lanes.

18-wheeler lane.

Lack of regional funding inhibits transit growth.

Synchronized lights.

Better access in/out shopping/commercial areas.

Guidelines to developers.

- Advanced planning.

Lack of traffic lights.

Freeway exit ramp intersection more clearly defined.

Bicycle lane safety.

Consistency of lagging-left turn signals.

Left turn lane median constrict.

Lack of double left turn lane (lagging arrows).

Pedestrian safety.

Red light safety.

Freeway upkeep – clean obstacles.

One way streets (need more).

Solutions

More money/private sales tax one-half to one cent. (6 dots)

Incentives for carpooling.

Better coordination between municipalities – regional guidelines. (2 dots)

National and international research.

Regional funding based on standardization. (3 dots)

More laws and traffic enforcement. (2 dots)

Sound attenuation along roadways.

Better future planning for new roadways.

Preplan future freeway expansion – acquiring land. (3 dots)

More alternatives to freeway travel – bus, carpool lanes, telecommuting incentives. (6 dots)

Developer accountability.

- Team with ADOT. (2 dots)

More bus hubs.

Investigate mass transit.

- Alternatives (sky transit) able to be used with current system. (4 dots)

Educate/incentives for exploration of alternatives to autos. (3 dots)

Land use and transit coordination (showcase existing communities that work).

Larger intersections.

Behind curb bicycle paths (Queen Creek). (1 dot)

Regional bicycle and pedestrian trail or path system plan (sales tax funded). (5 dots)

Unimpeded safe crossings (overpass) for pedestrians.

Road construction at night. (1 dot)

Integrate trails program/planning into the Transportation Plan. (4 dots)

Bike pathways along freeway system.

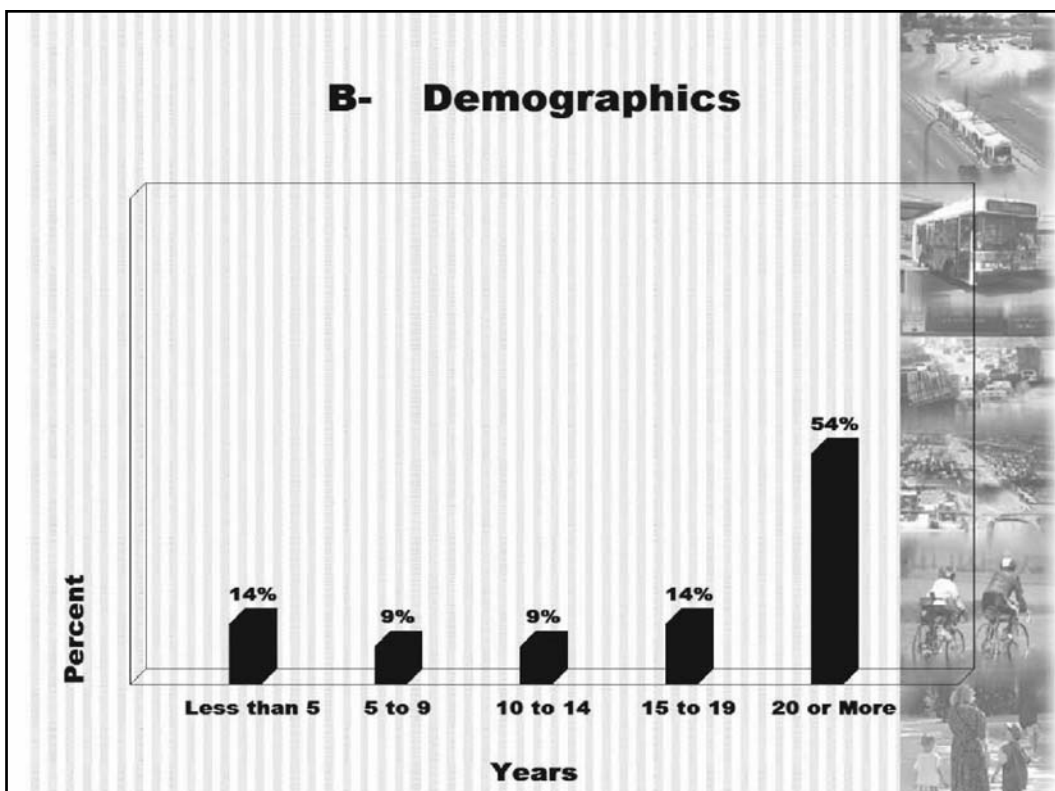
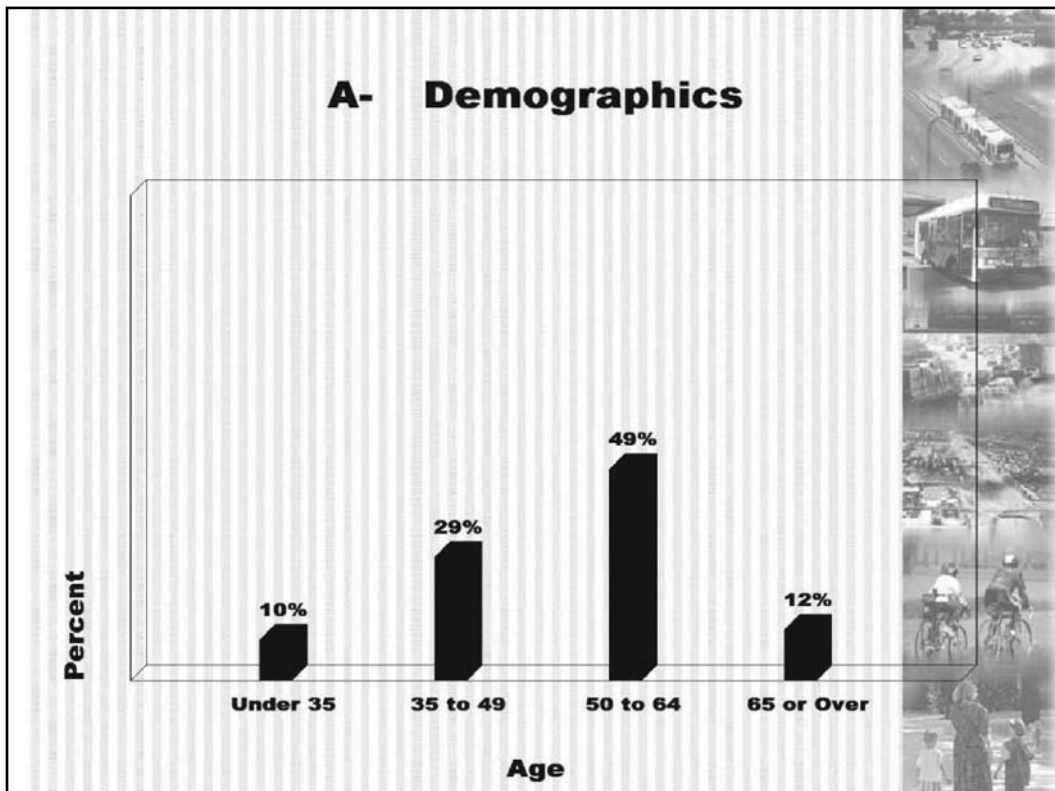
Look at arterial streets for possible one way roads. (3 dots)

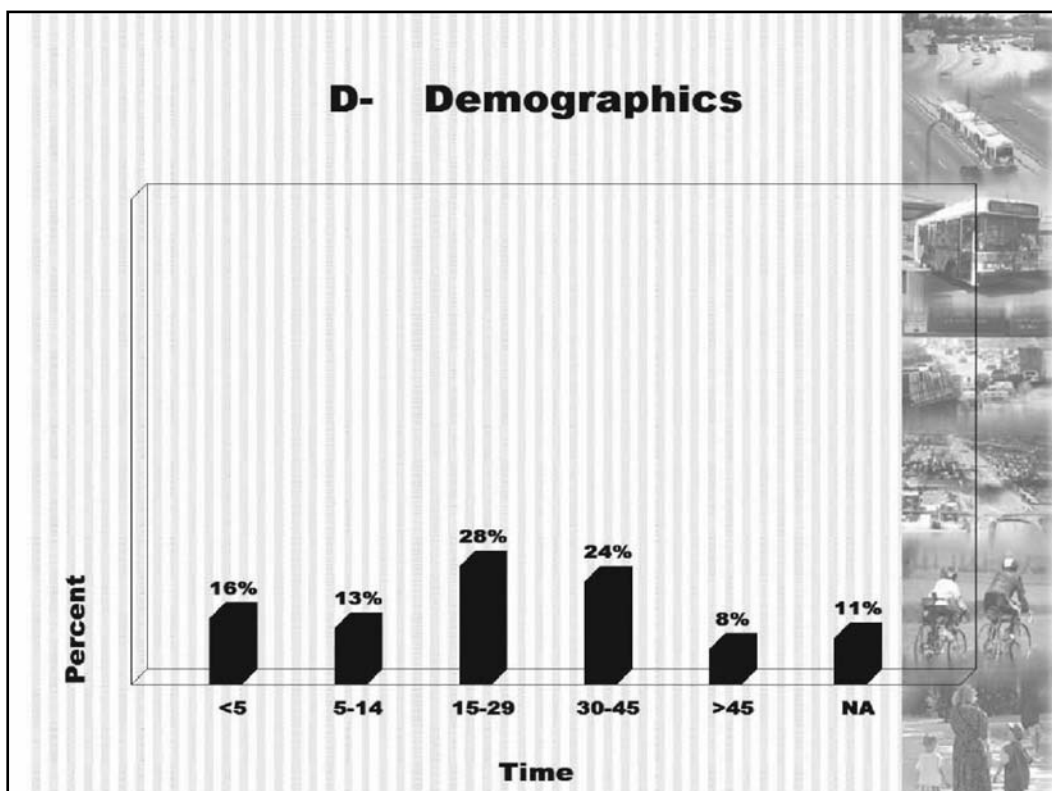
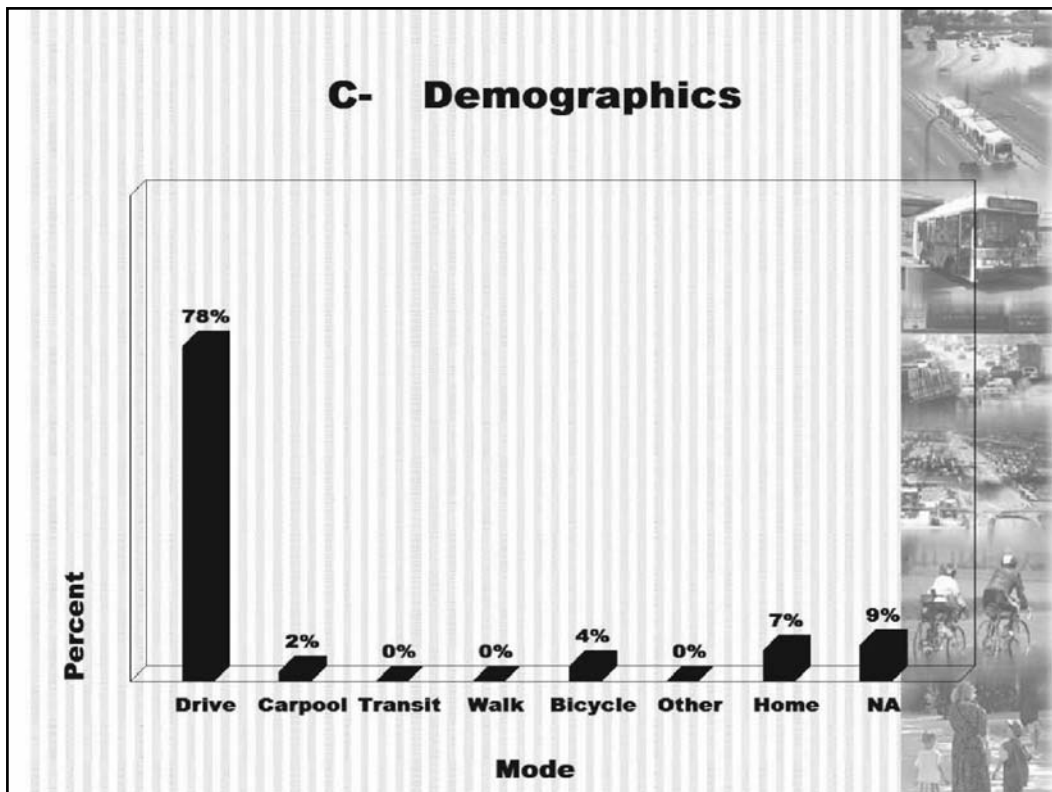
Top Five Solutions

- More money.
 - Alternative sources.
 - Increase half-cent tax to one cent.
 - Private industries.
 - Developers.
 - Team with ADOT, MCDOT and municipalities.
- Alternative to single vehicle occupancy travel.
 - Light rail and sky tram.
 - Telecommute.
 - Carpool and HOV.
 - Bike and pedestrian.
- Regional bike/pedestrian trail system.
 - Sales tax funded.
 - Use of canals, washes, and riverbeds.
- Integrate existing trail program into overall transportation plan.
- Plan for future expansion by using and/or adopting regional standardization.
 - Lagging lefts.
 - Flashing greens.

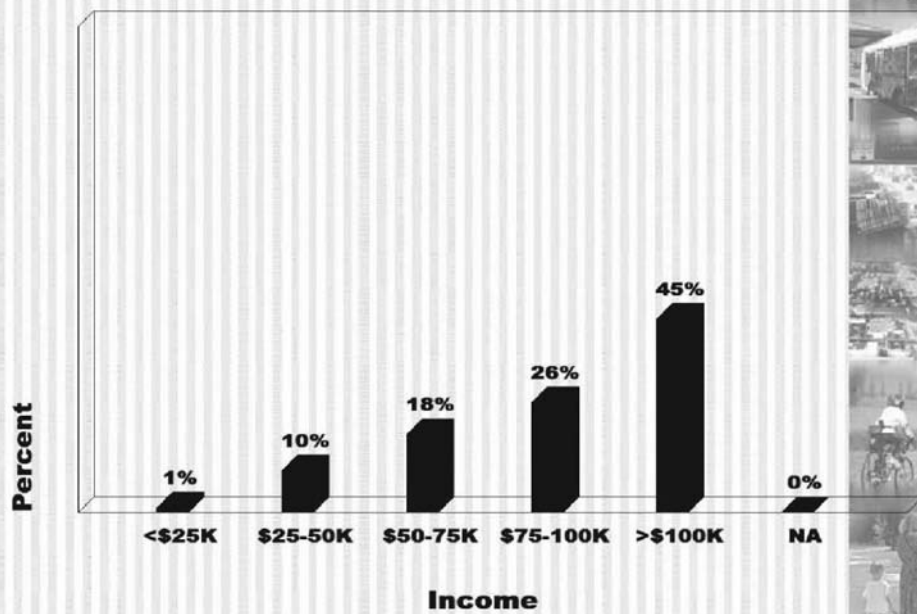
Participant Response Graphs

Demographics

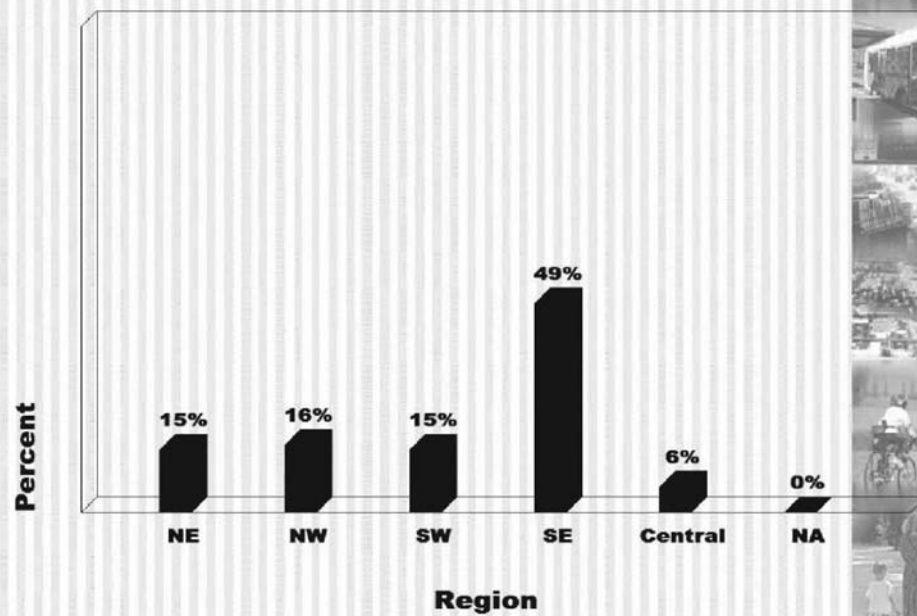




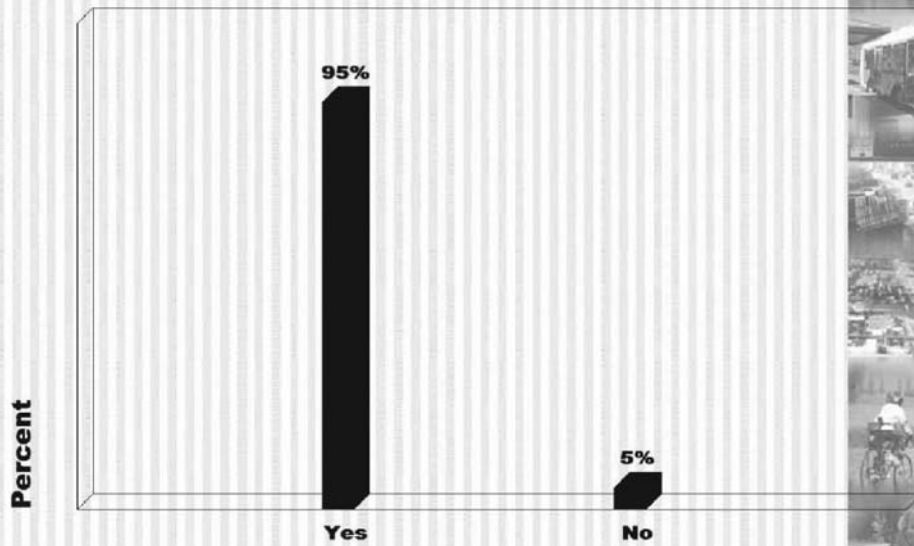
E- Demographics



F- Demographics

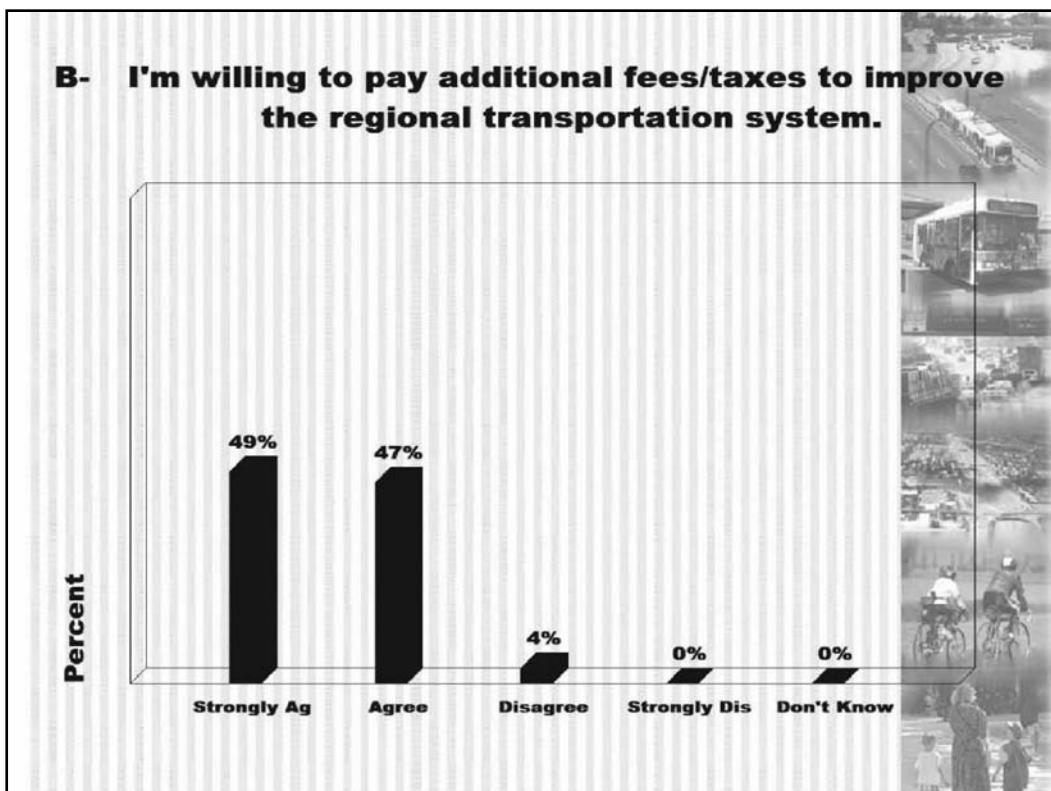
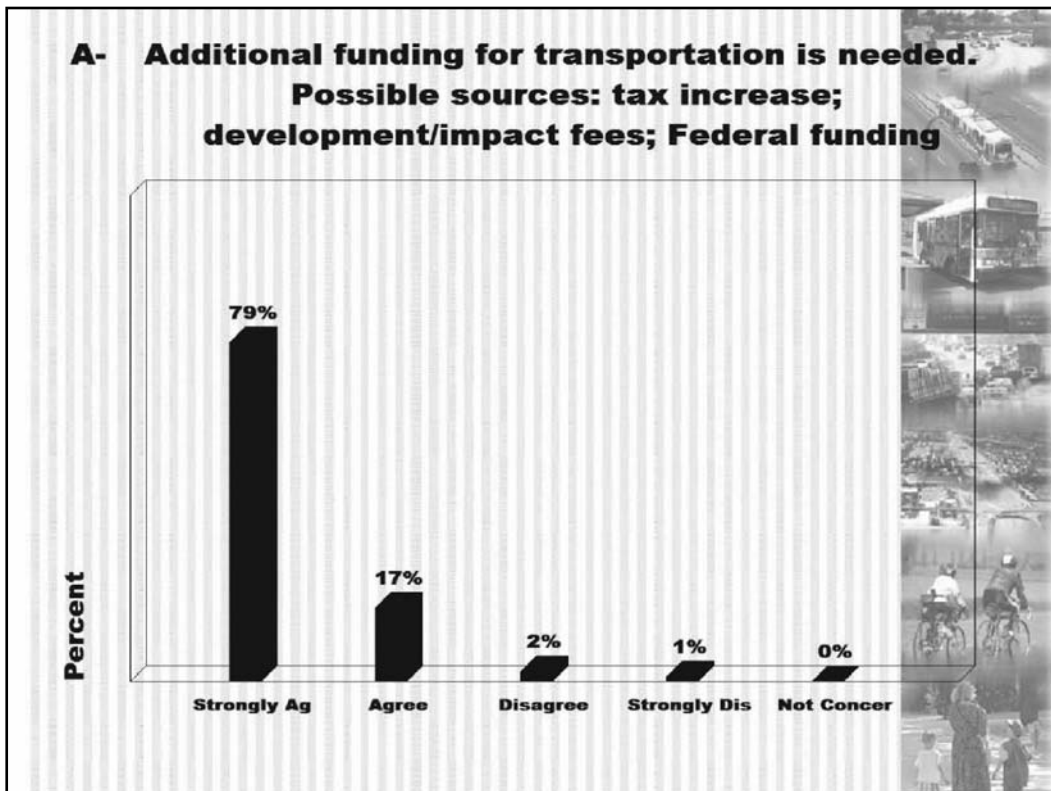


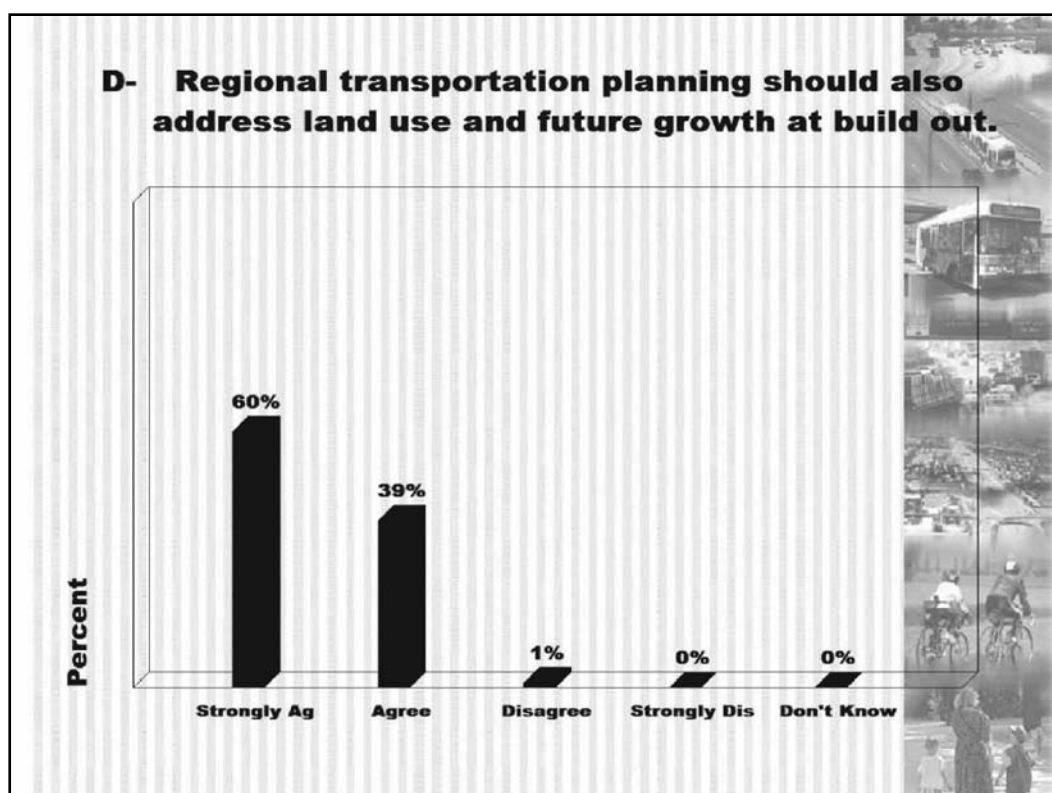
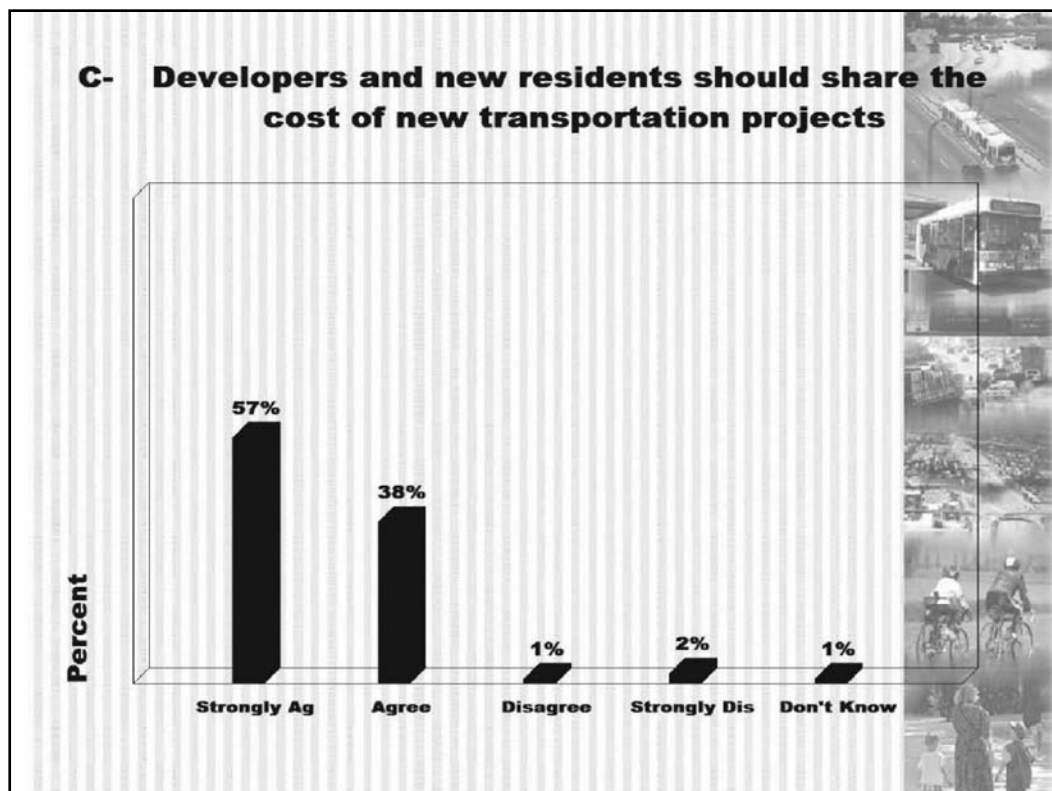
A- Did you vote in either of the last two elections?



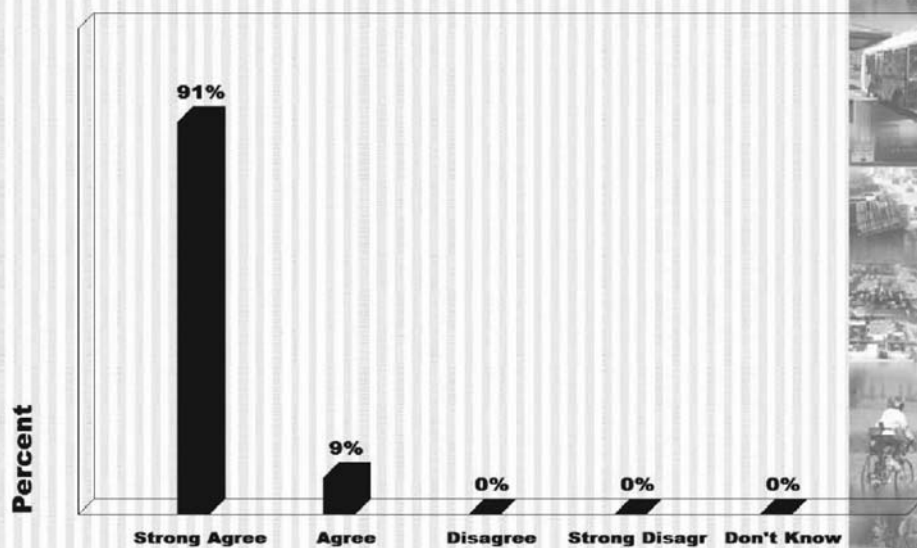
Key Issues

Response by Entire Group

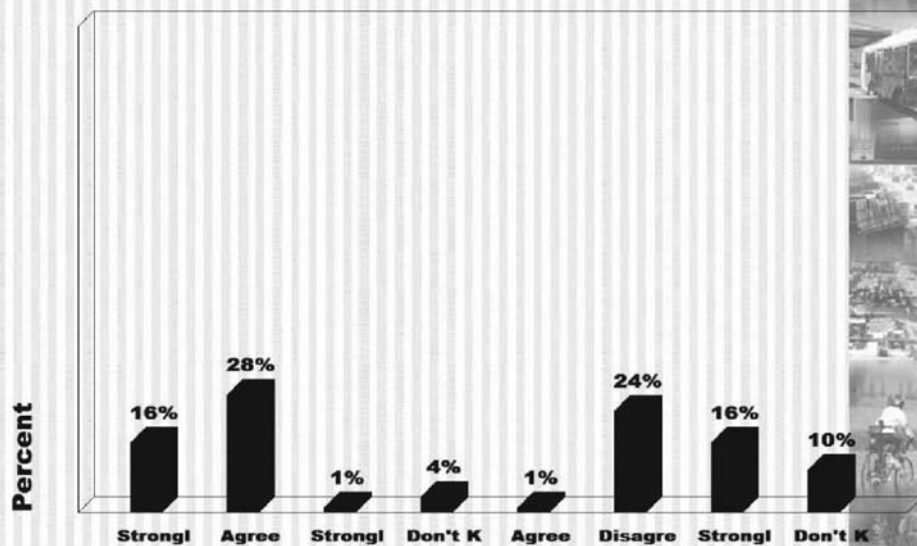




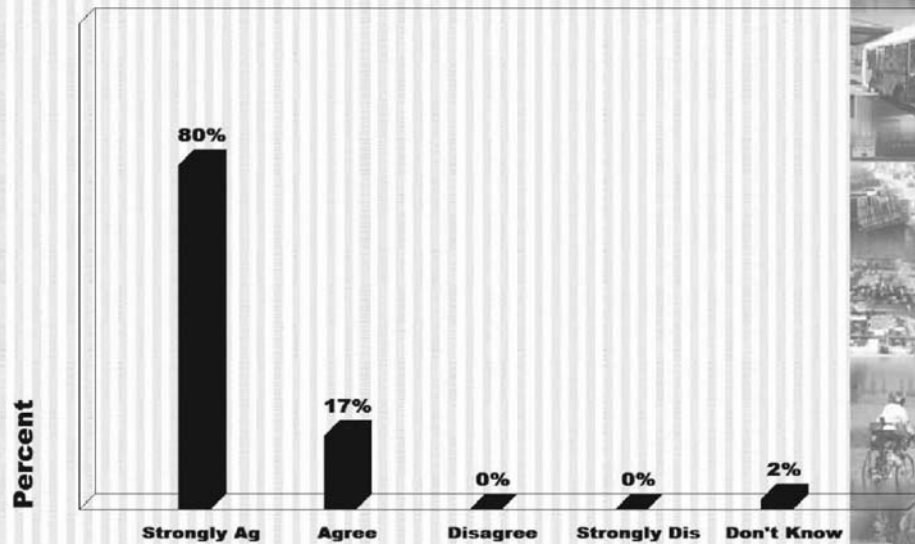
E- Regional transportation system should be multi-modal and provide connectivity



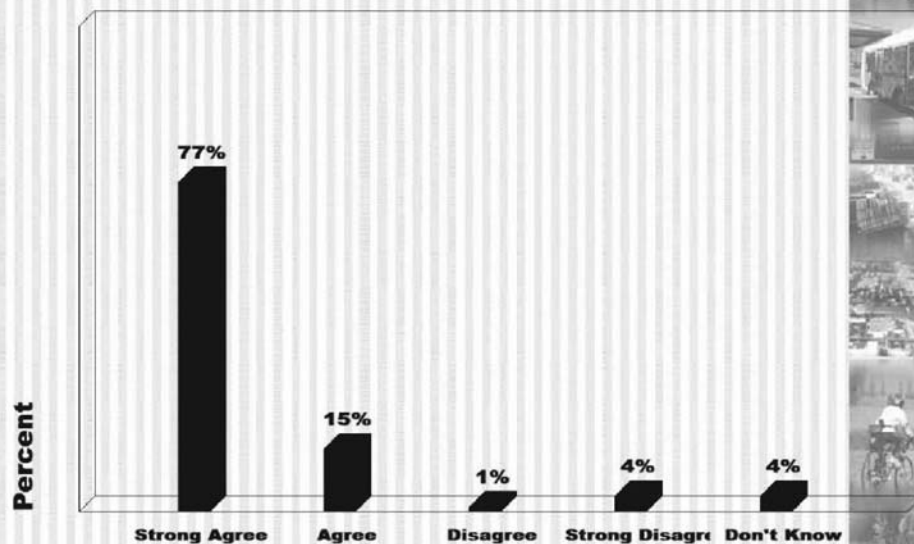
F- Transit should be above the street, below the street not on the street and I will pay for it.



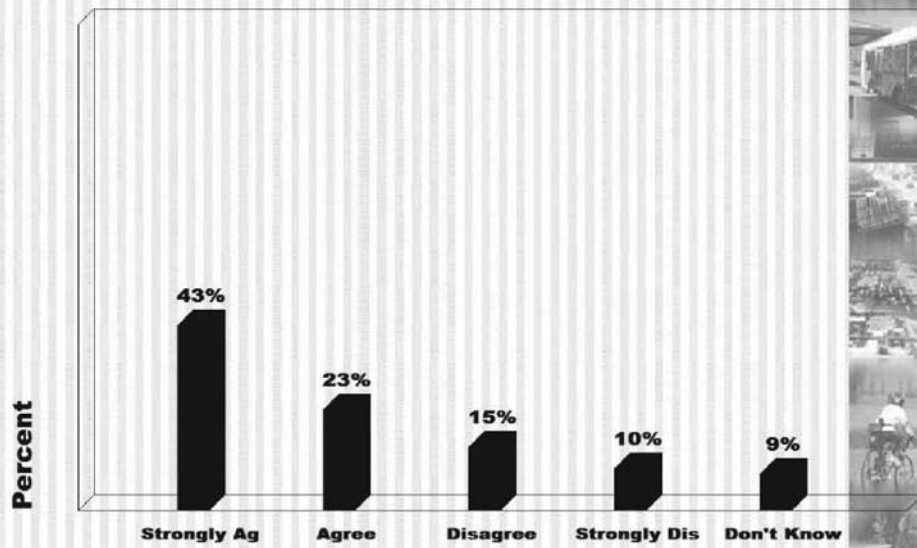
G- We need to improve communications, marketing and advocacy with all elected officials and the general public



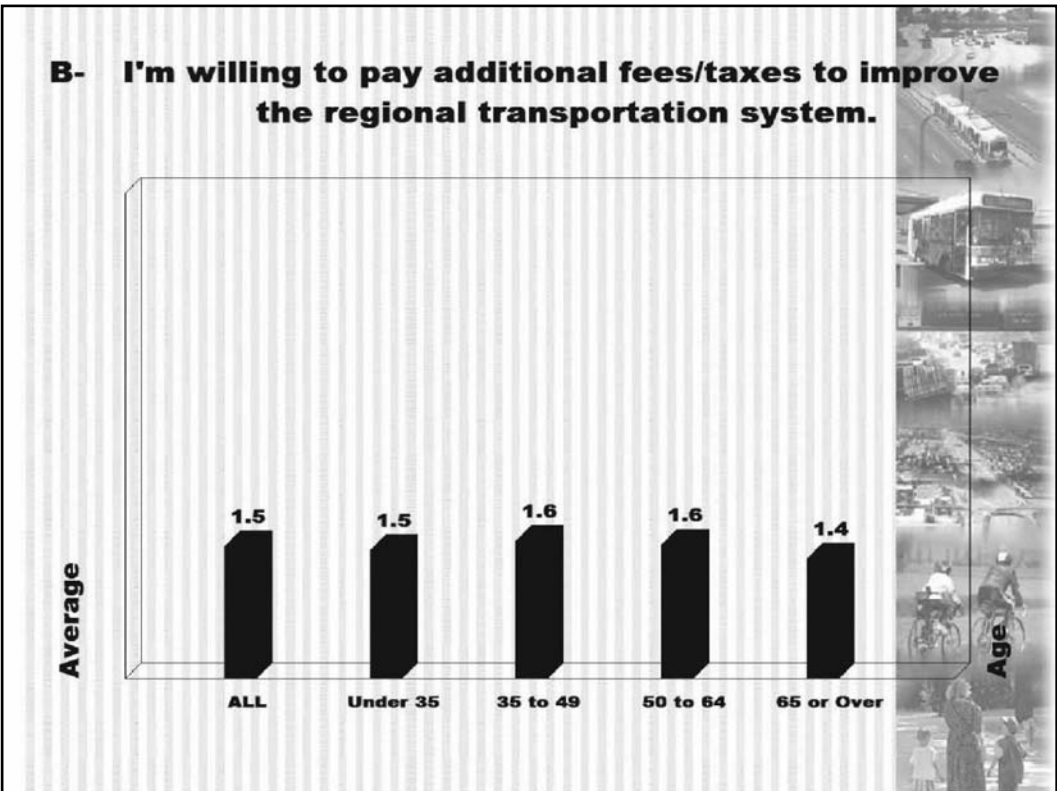
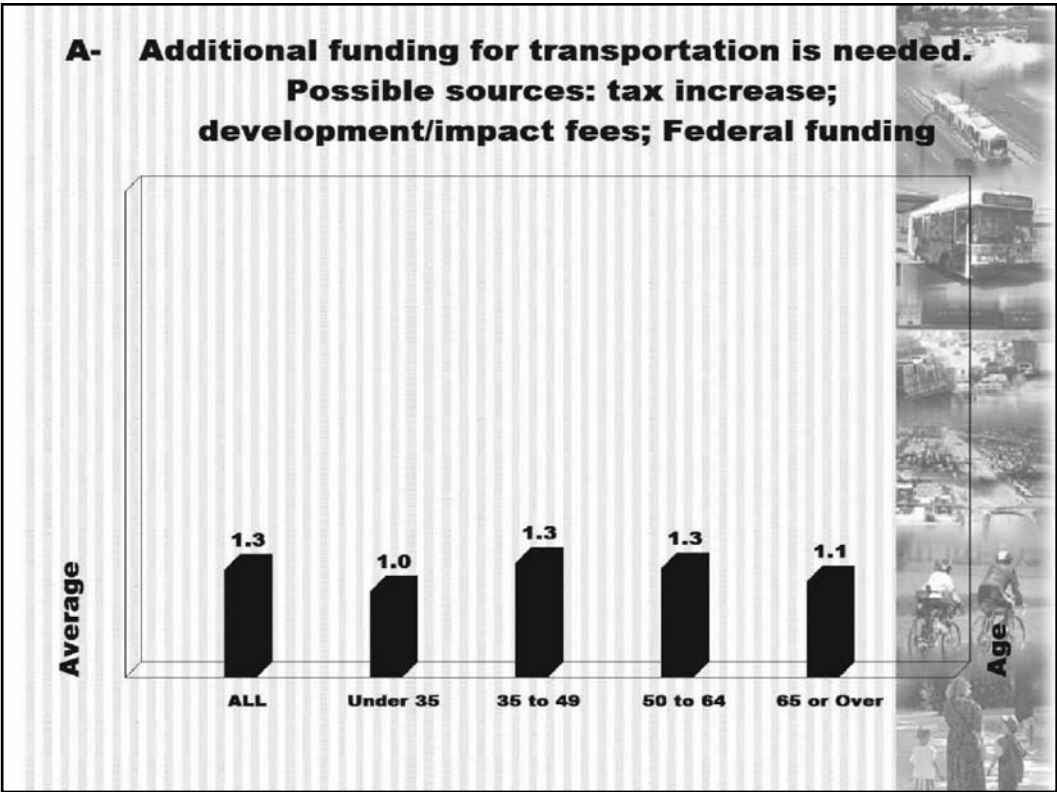
H- The ½ cent sales tax should be extended for 20 years and I will vote for it



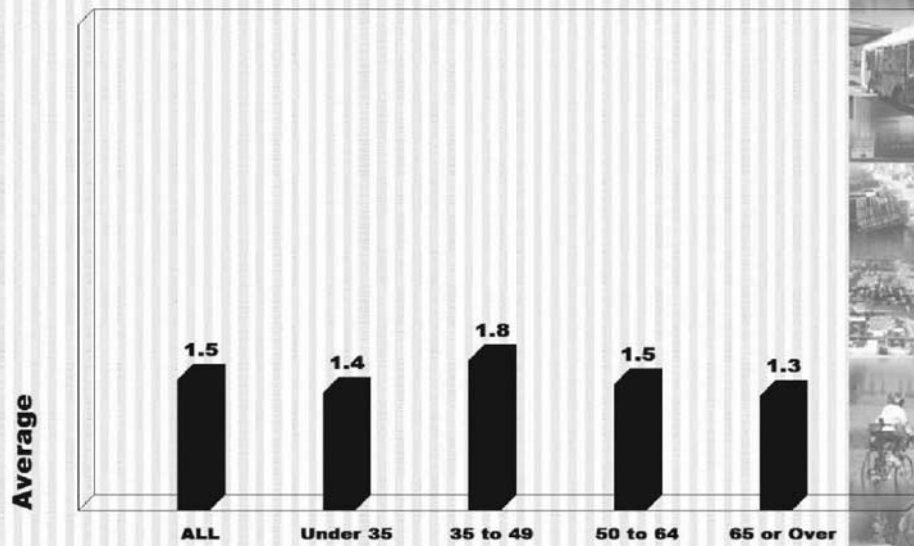
I- The sales tax should be extended for 20 years and increased to 1 cent and I will vote for it



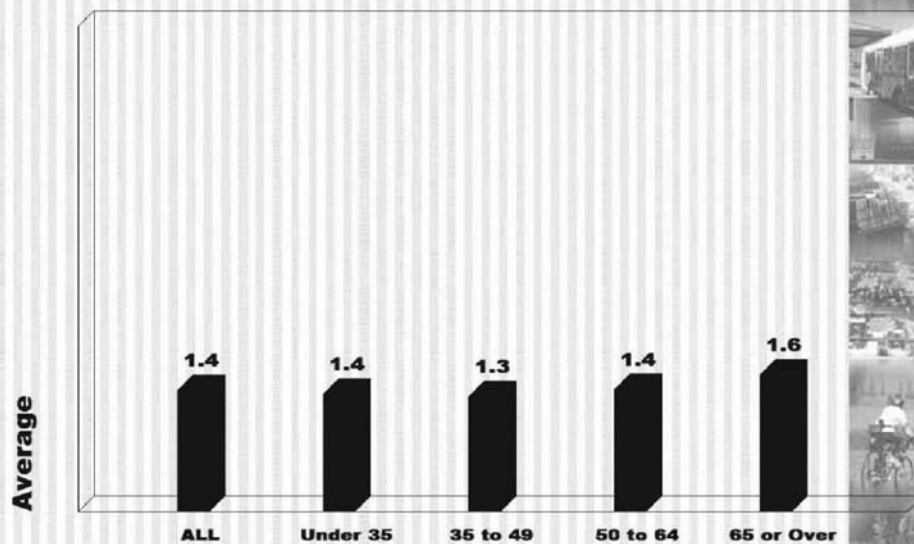
Response by Age Group



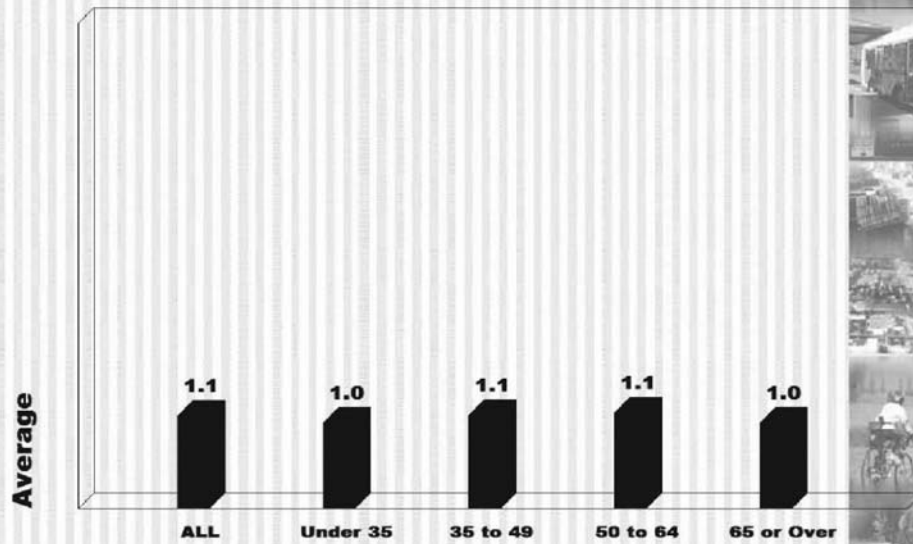
C- Developers and new residents should share the cost of new transportation projects



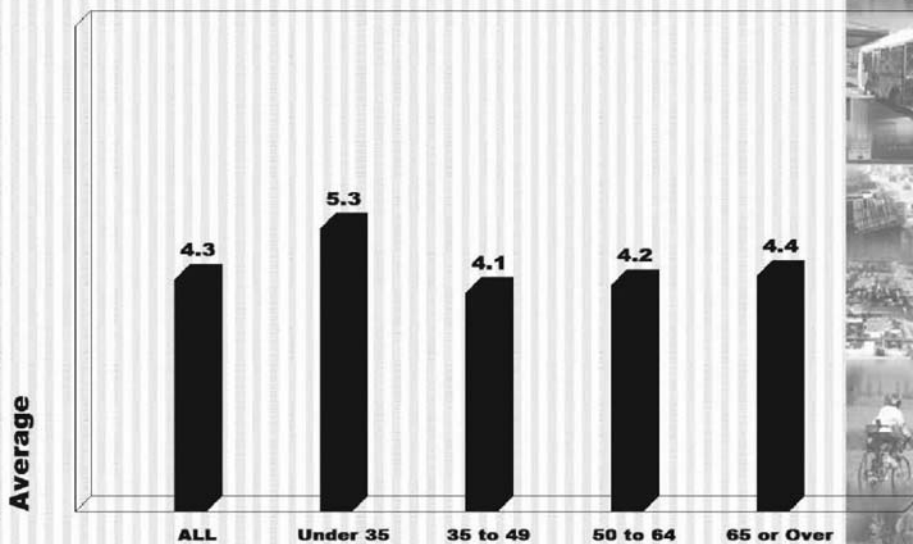
D- Regional transportation planning should also address land use and future growth at build out.



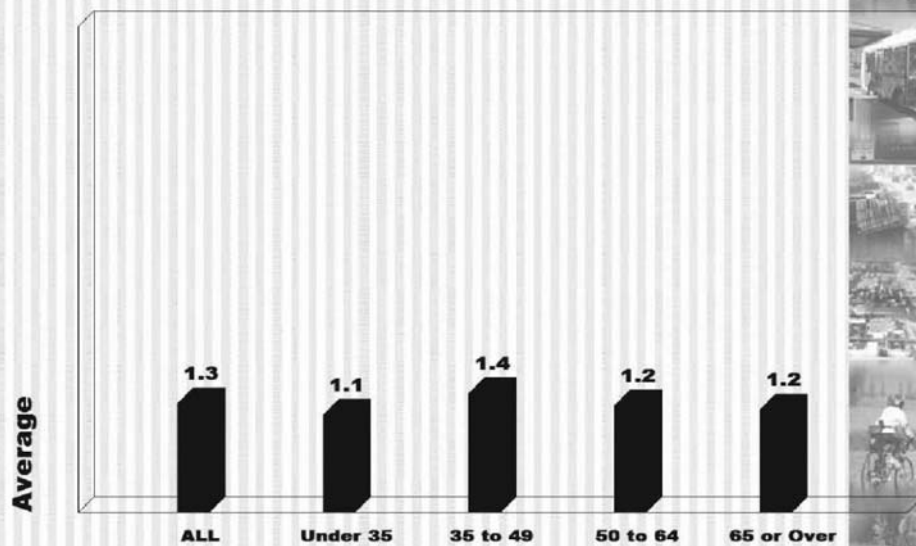
E- Regional transportation system should be multi-modal and provide connectivity



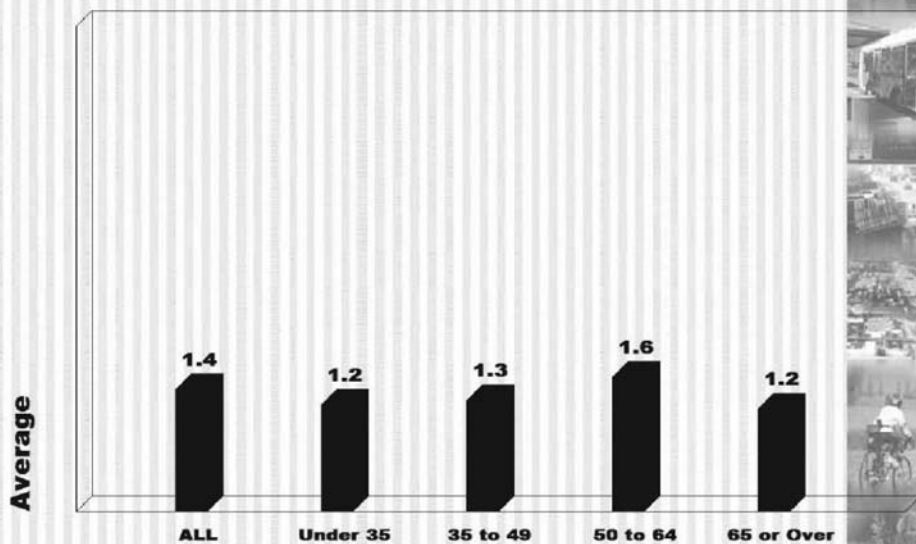
F- Transit should be above the street, below the street not on the street and I will pay for it.



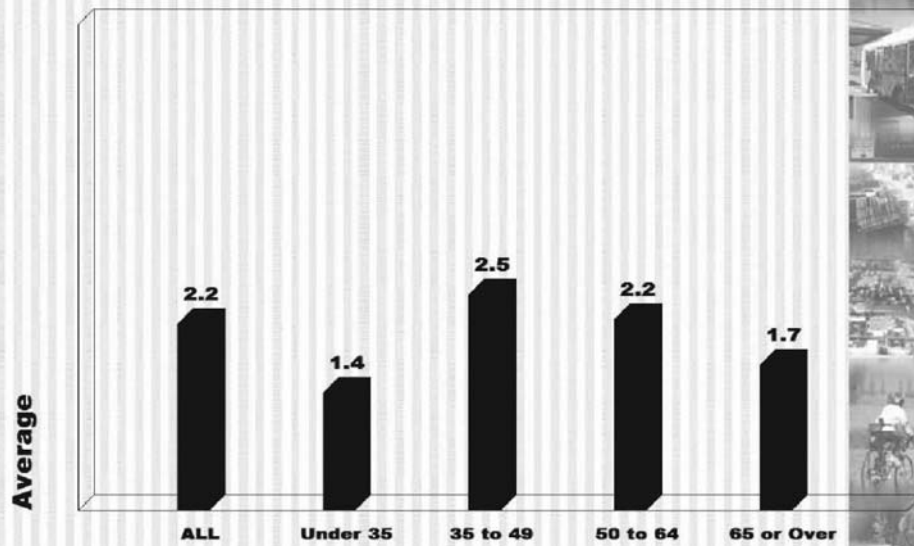
G- We need to improve communications, marketing and advocacy with all elected officials and the general public



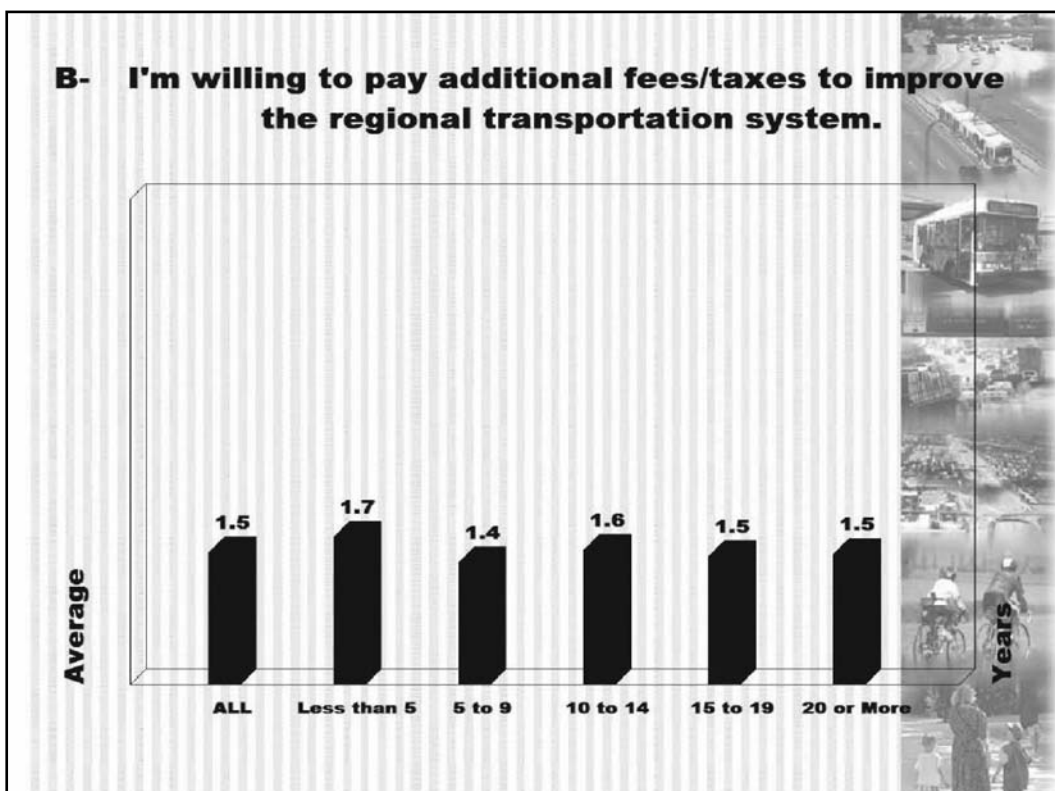
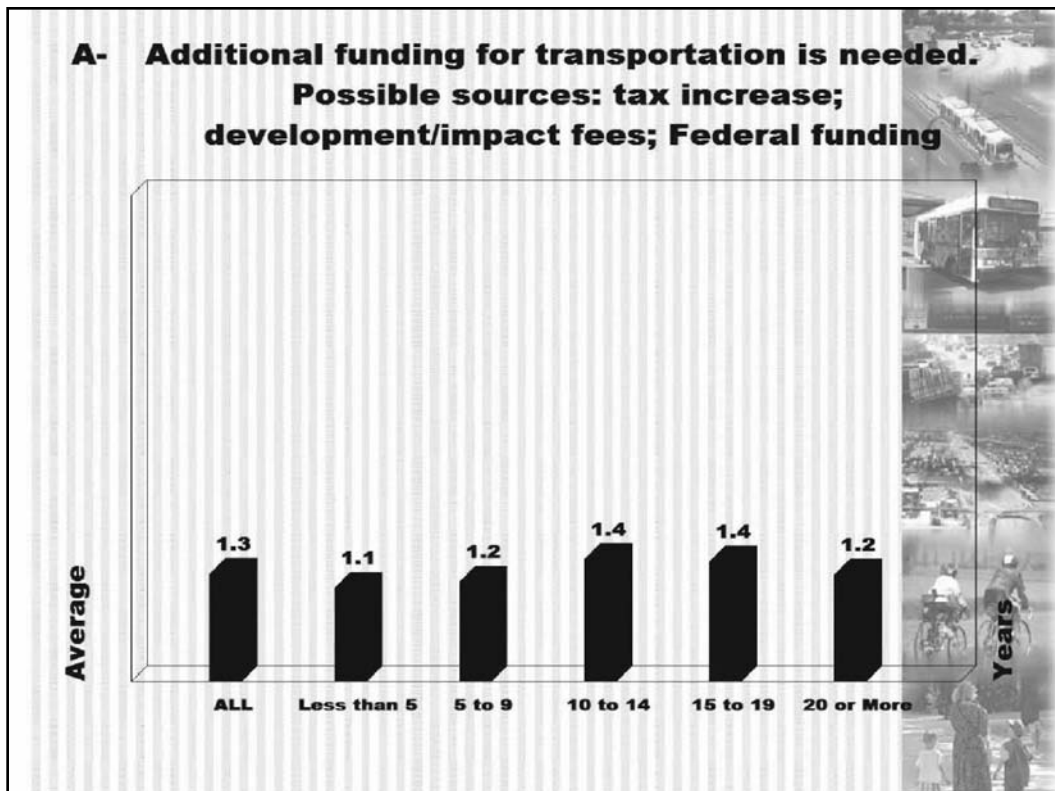
H- The ½ cent sales tax should be extended for 20 years and I will vote for it



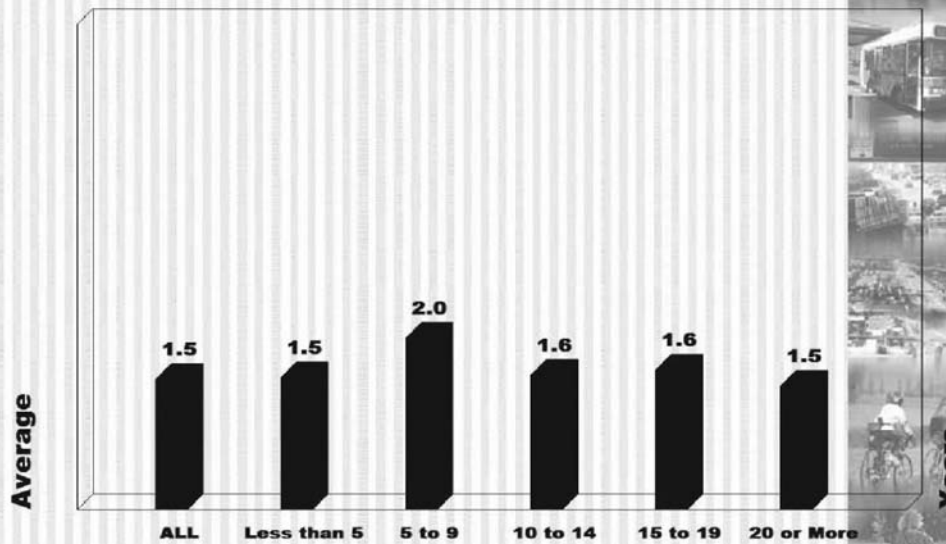
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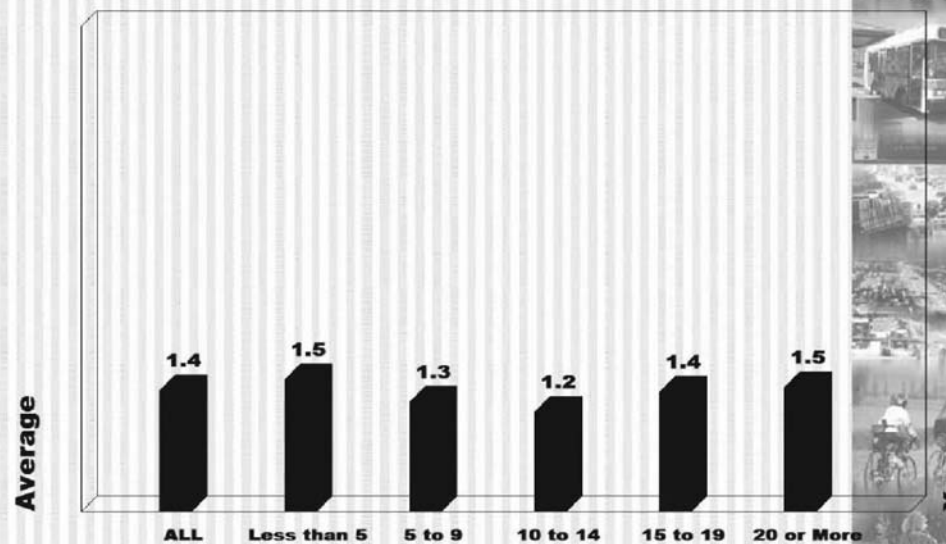
Response by Years Residing in Arizona



C- Developers and new residents should share the cost of new transportation projects

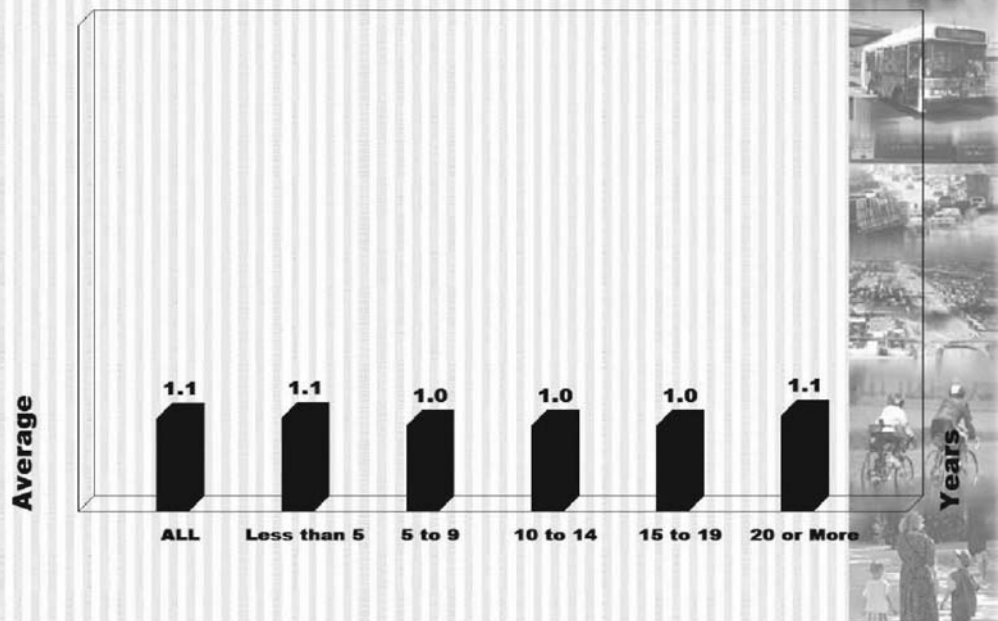


D- Regional transportation planning should also address land use and future growth at build out.

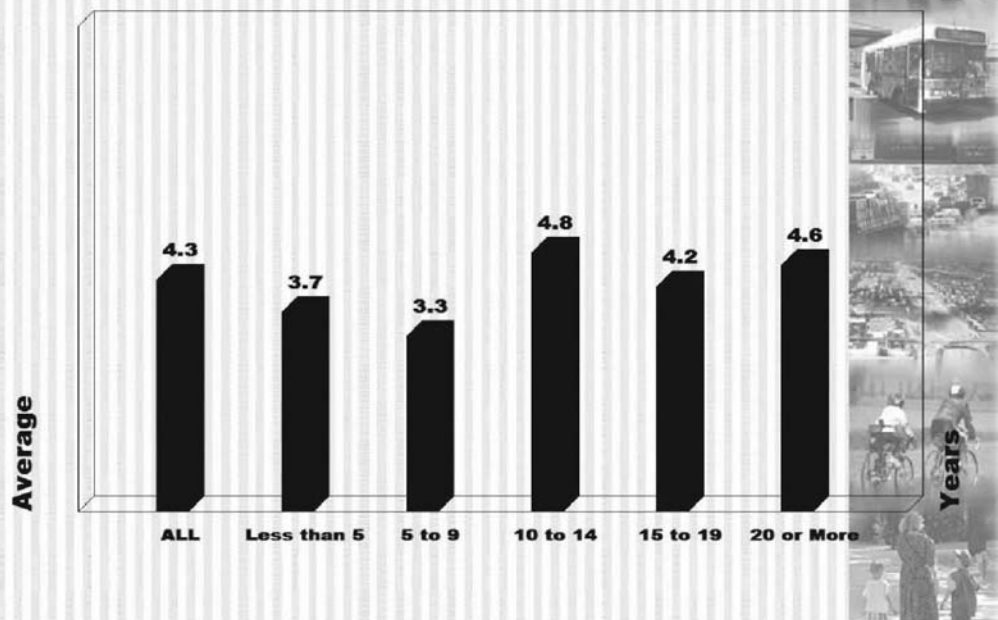


Save

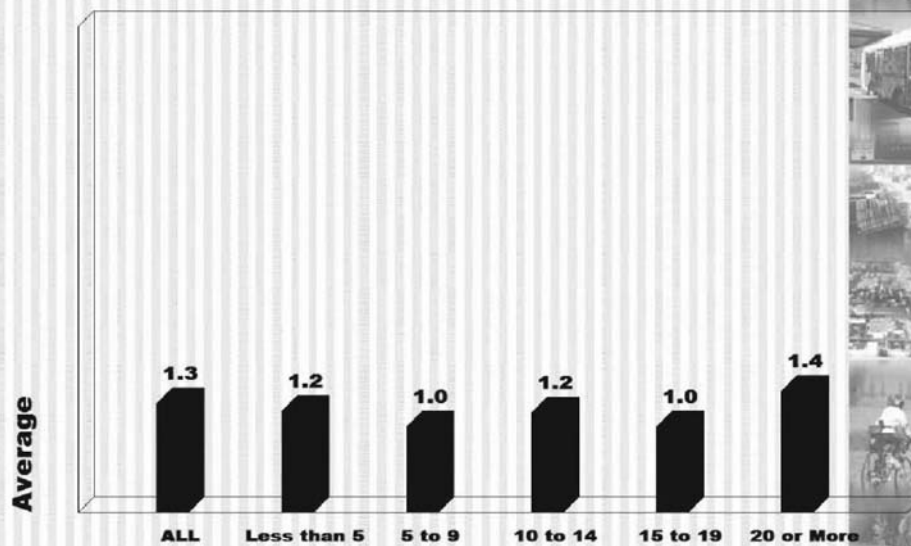
E- Regional transportation system should be multi-modal and provide connectivity



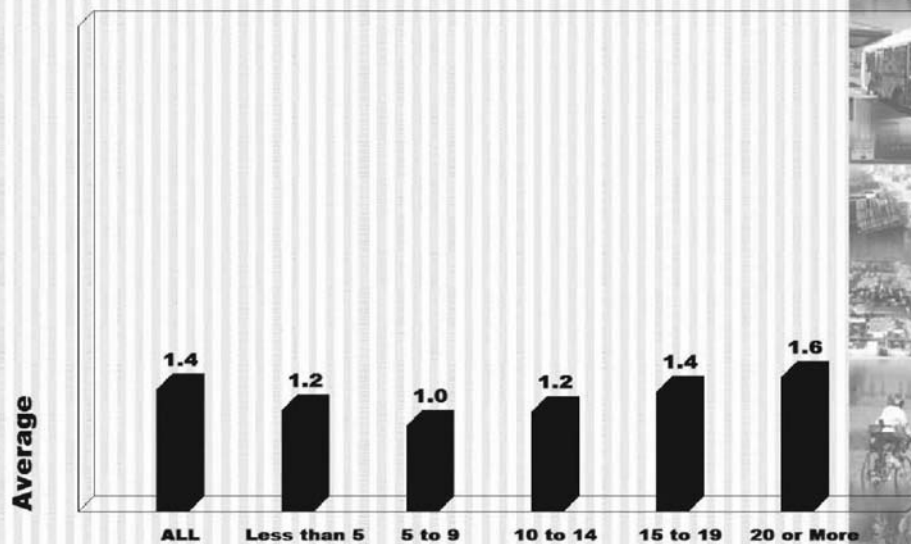
F- Transit should be above the street, below the street not on the street and I will pay for it.



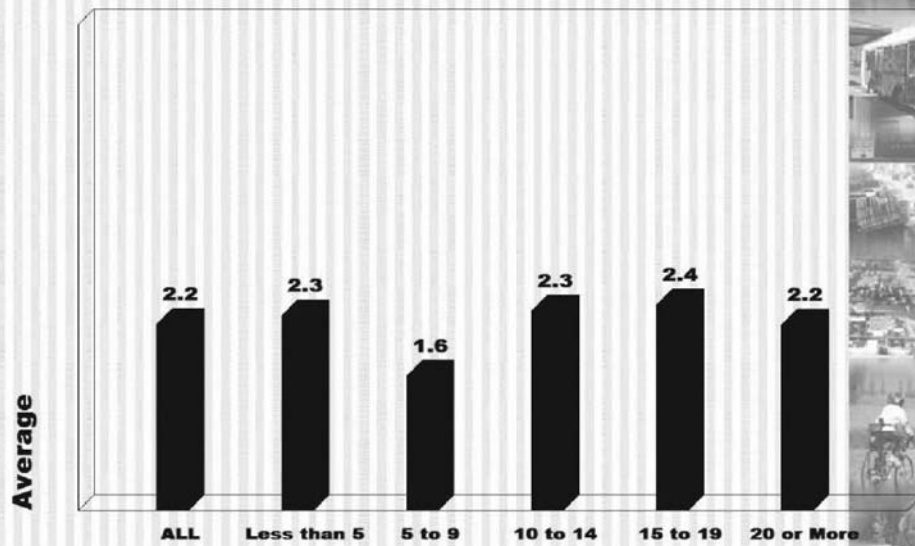
G- We need to improve communications, marketing and advocacy with all elected officials and the general public



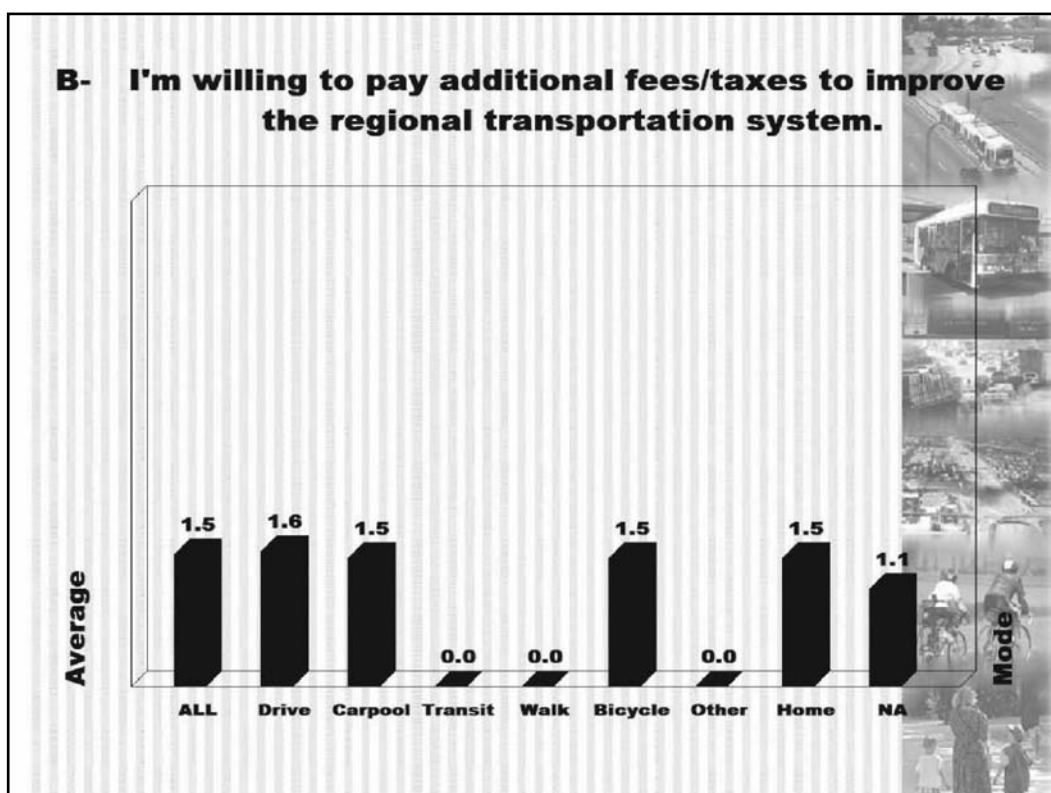
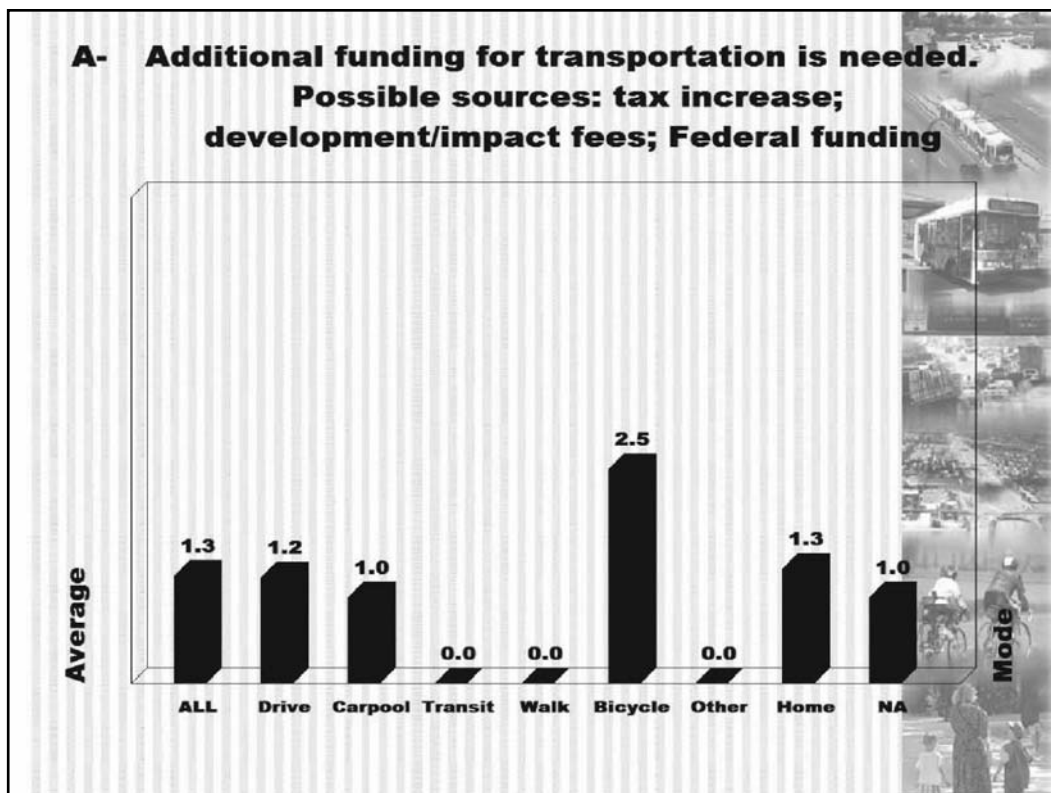
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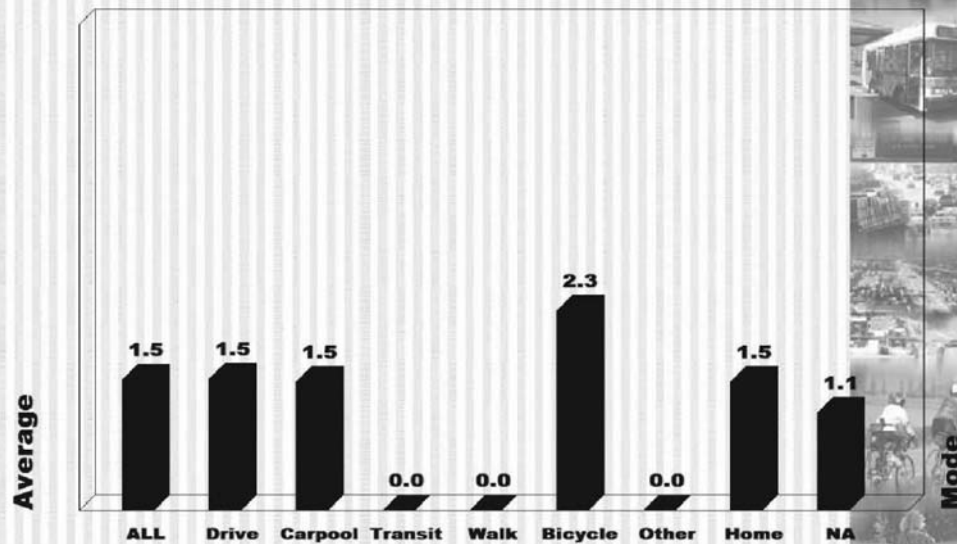
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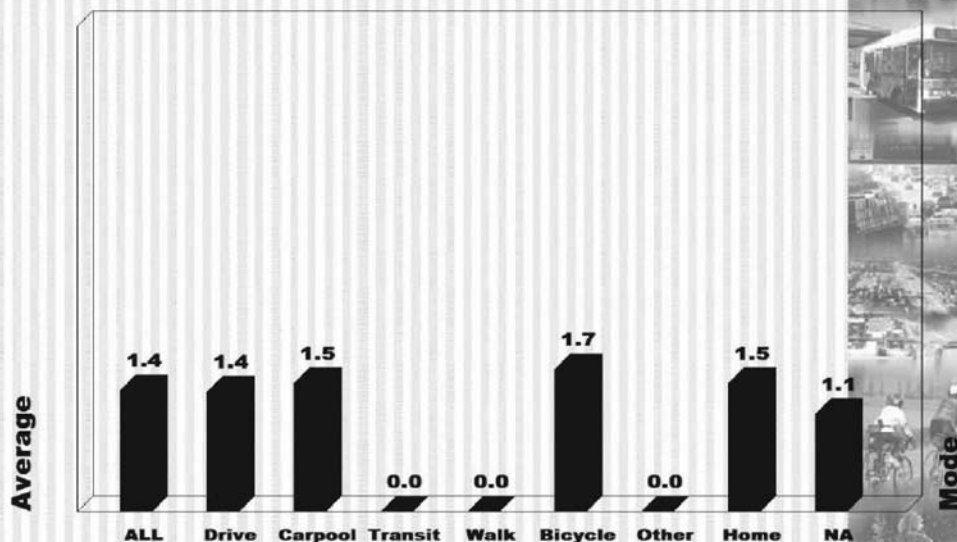
Response by Mode of Transportation



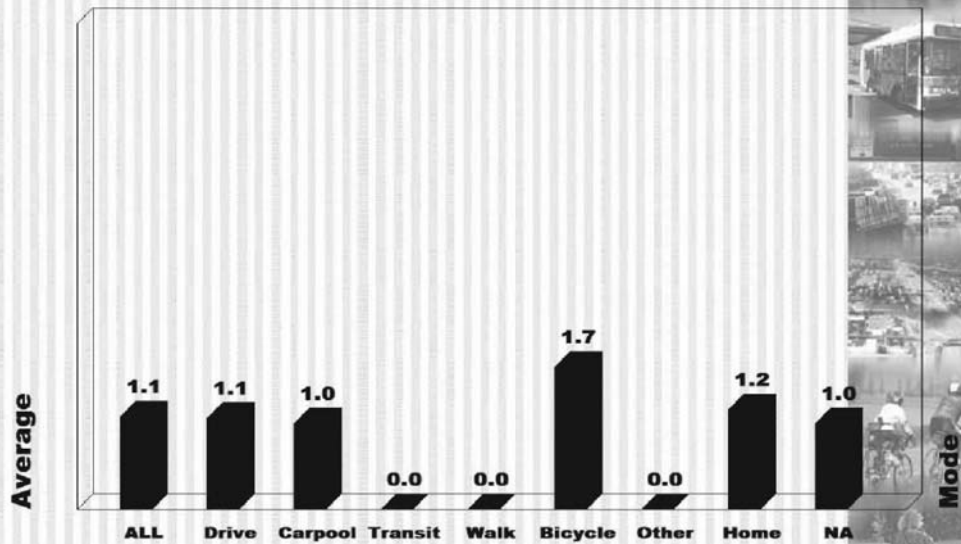
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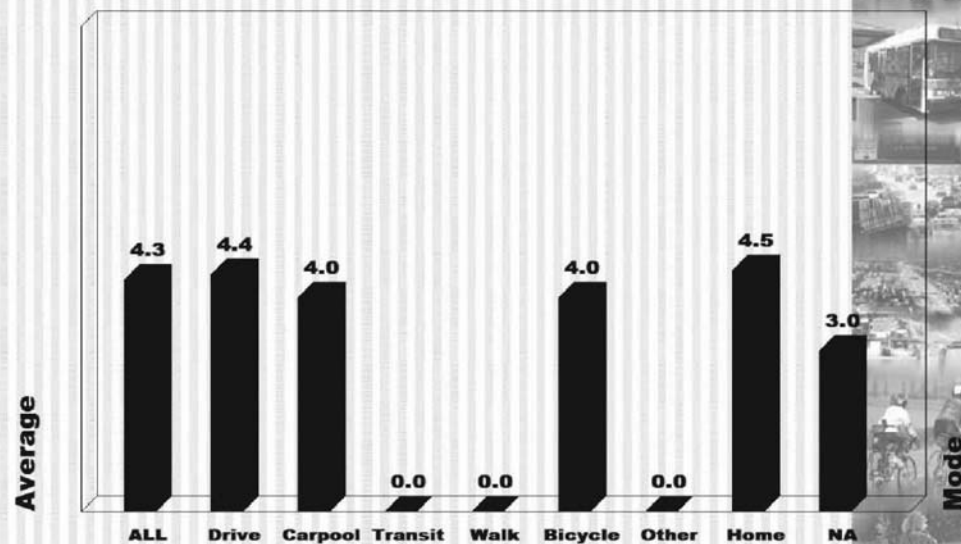
D- Regional transportation planning should also address land use and future growth at build out.



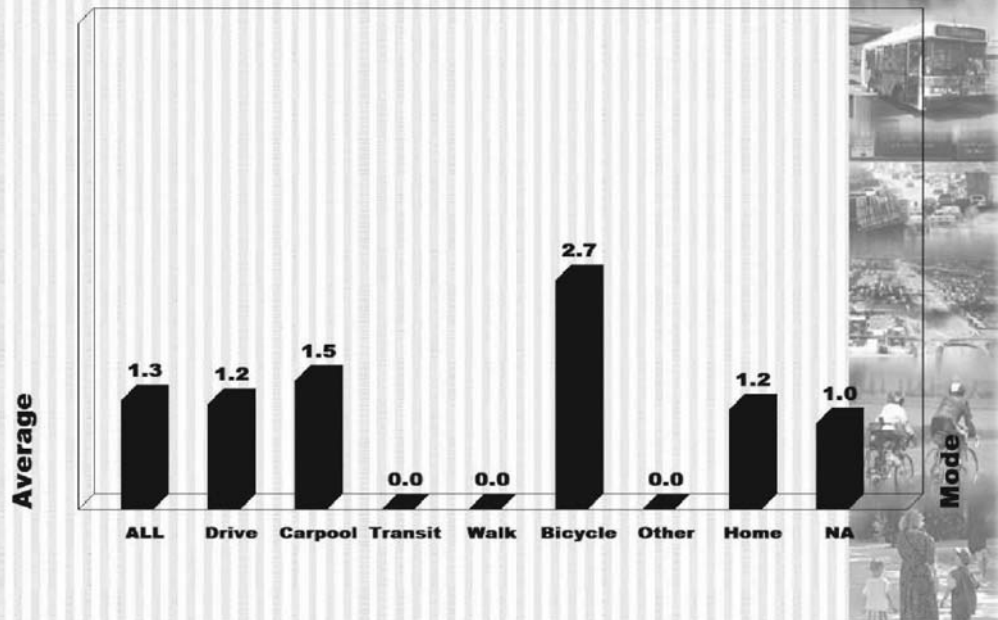
E- Regional transportation system should be multi-modal and provide connectivity



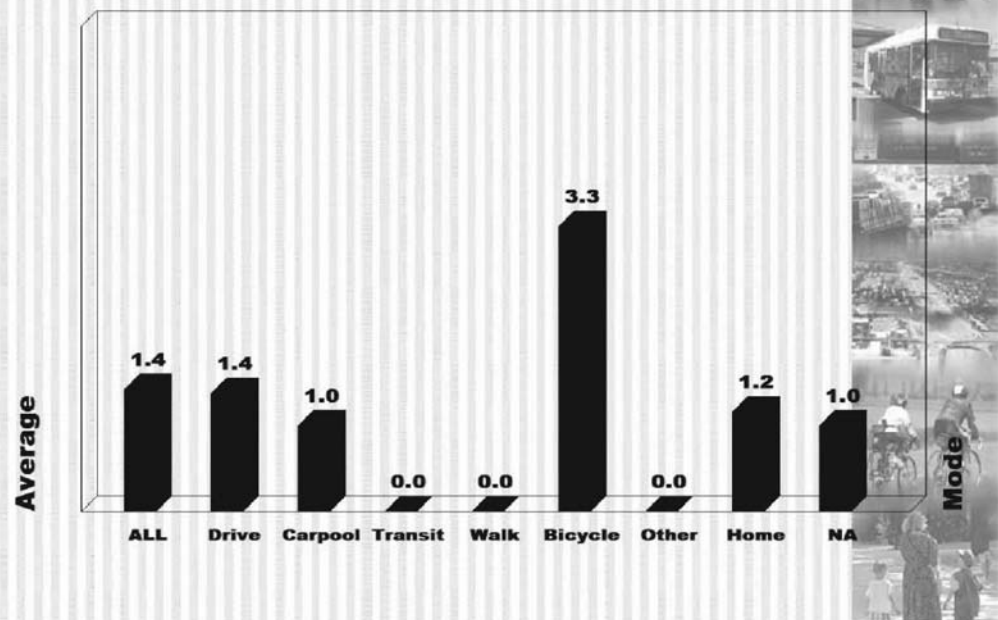
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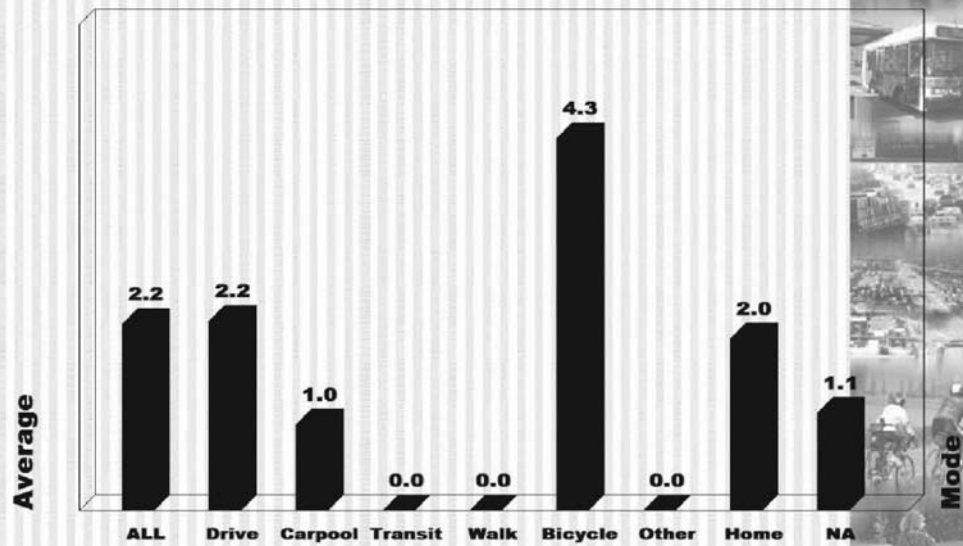
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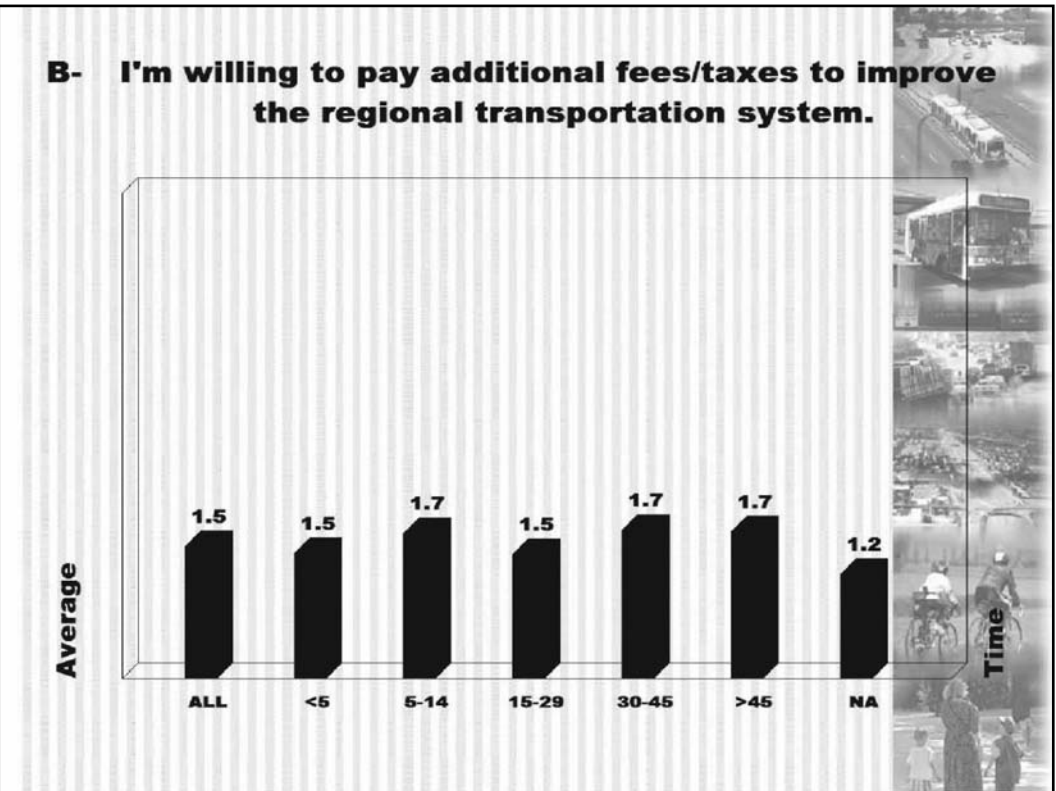
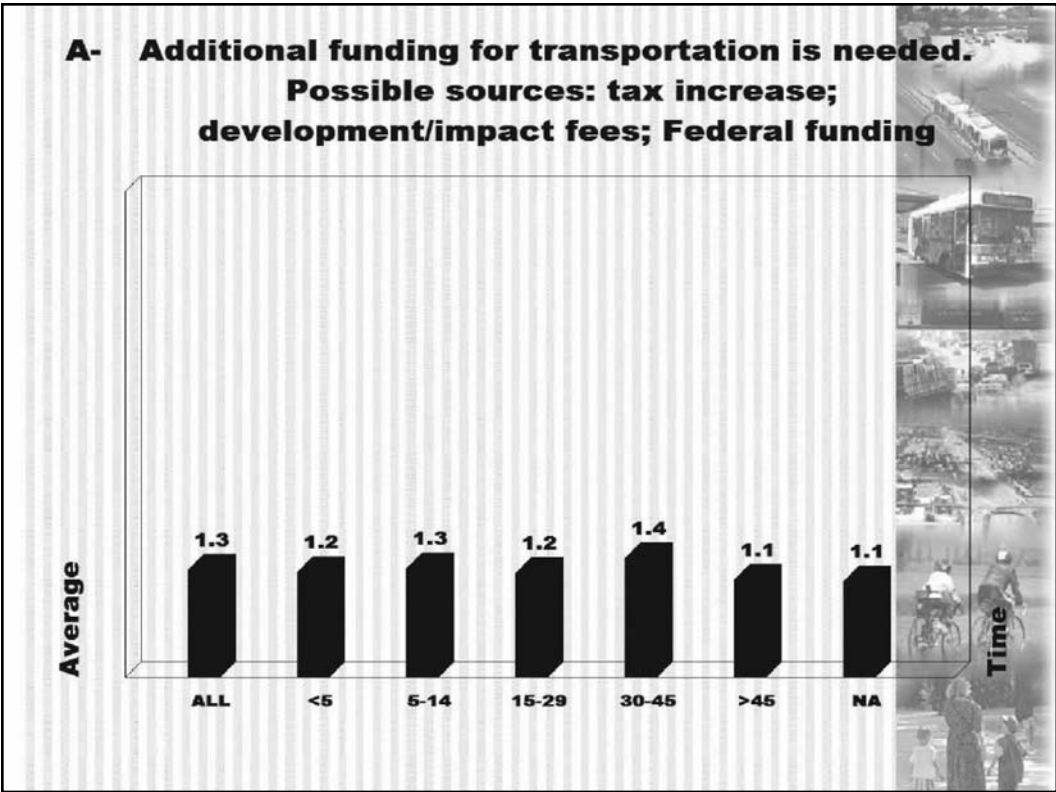
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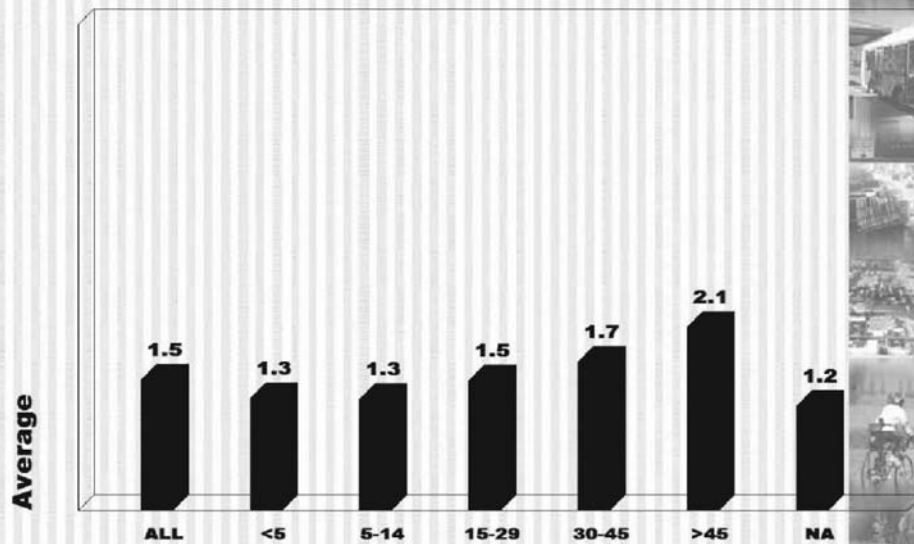
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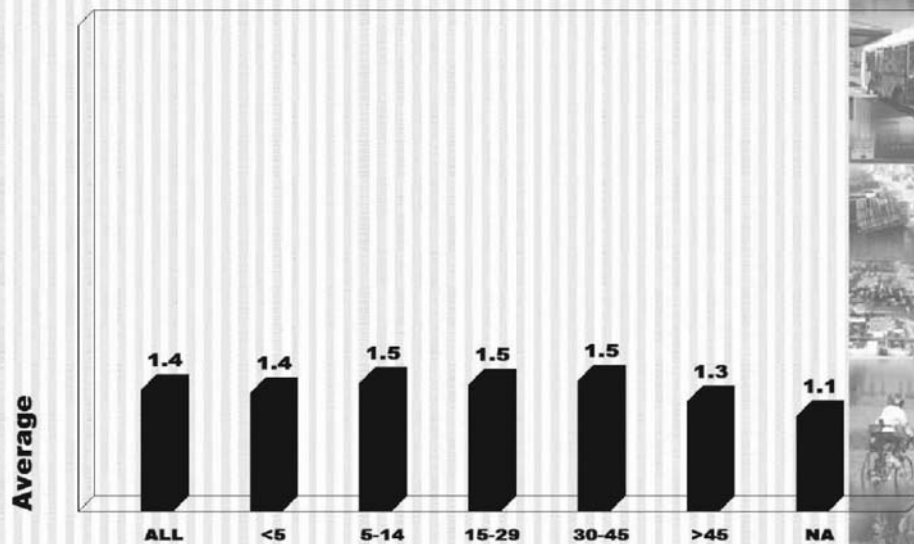
Response by Commute Time



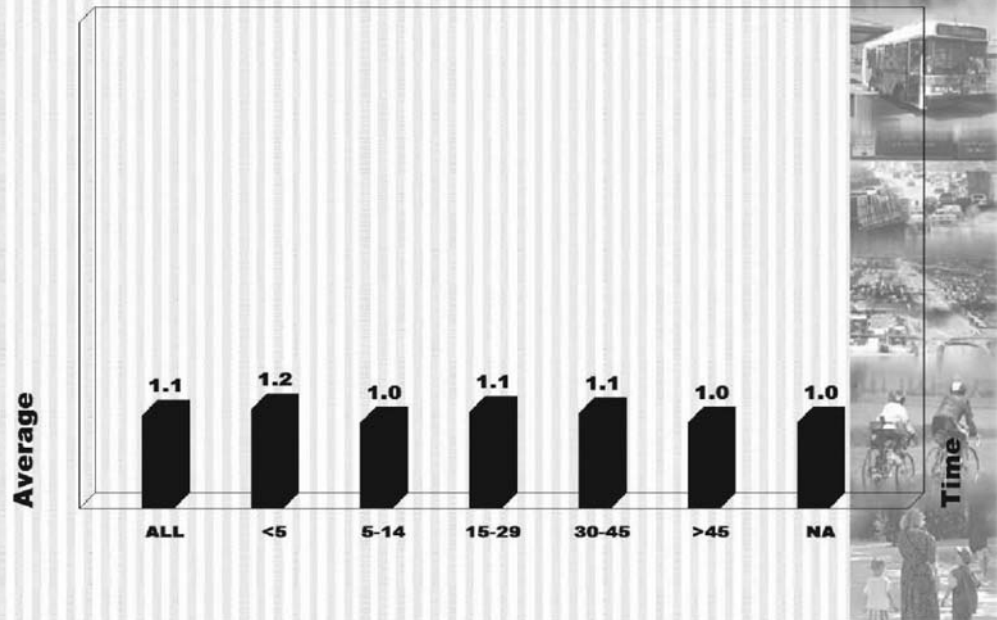
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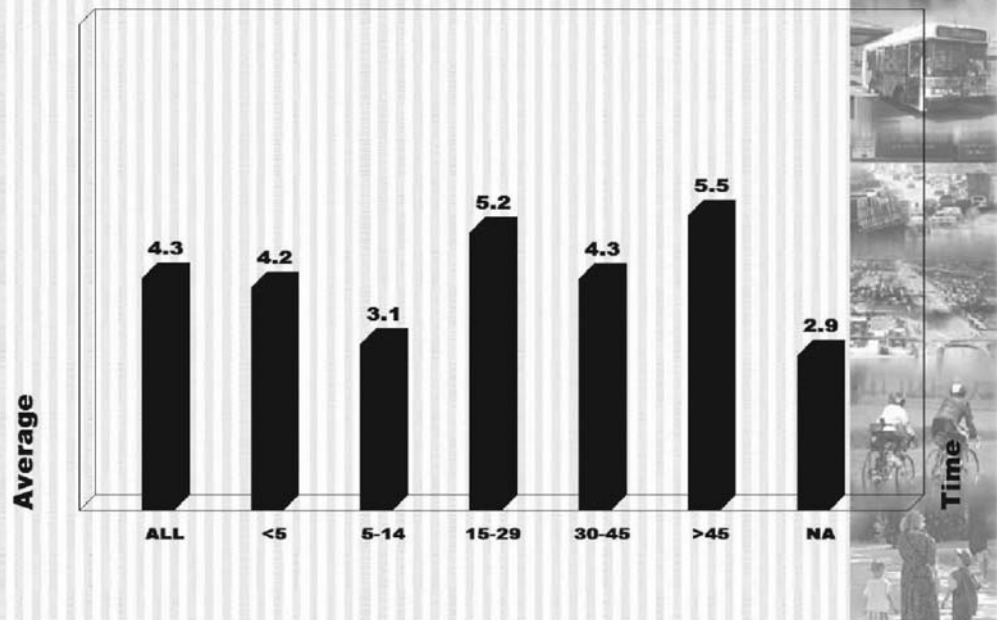
D- Regional transportation planning should also address land use and future growth at build out.



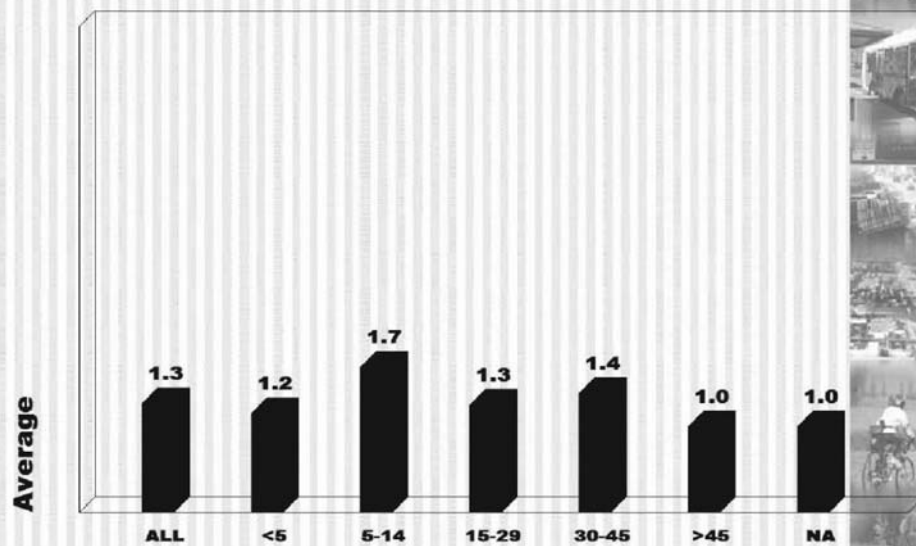
E- Regional transportation system should be multi-modal and provide connectivity



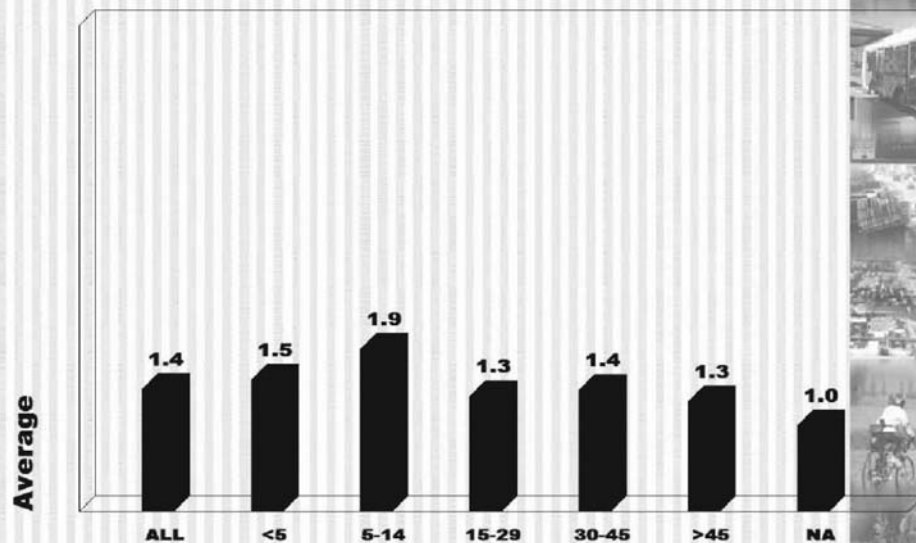
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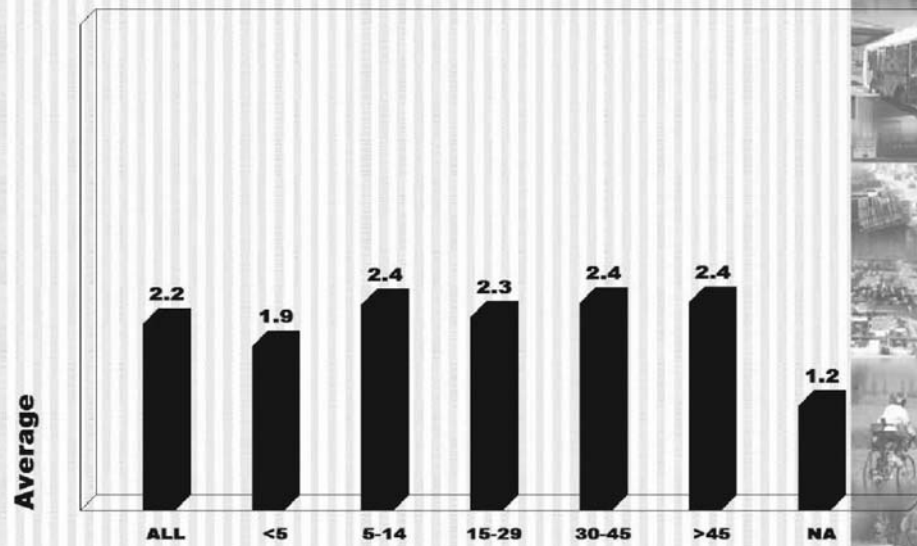
G- We need to improve communications, marketing and advocacy with all elected officials and the general public



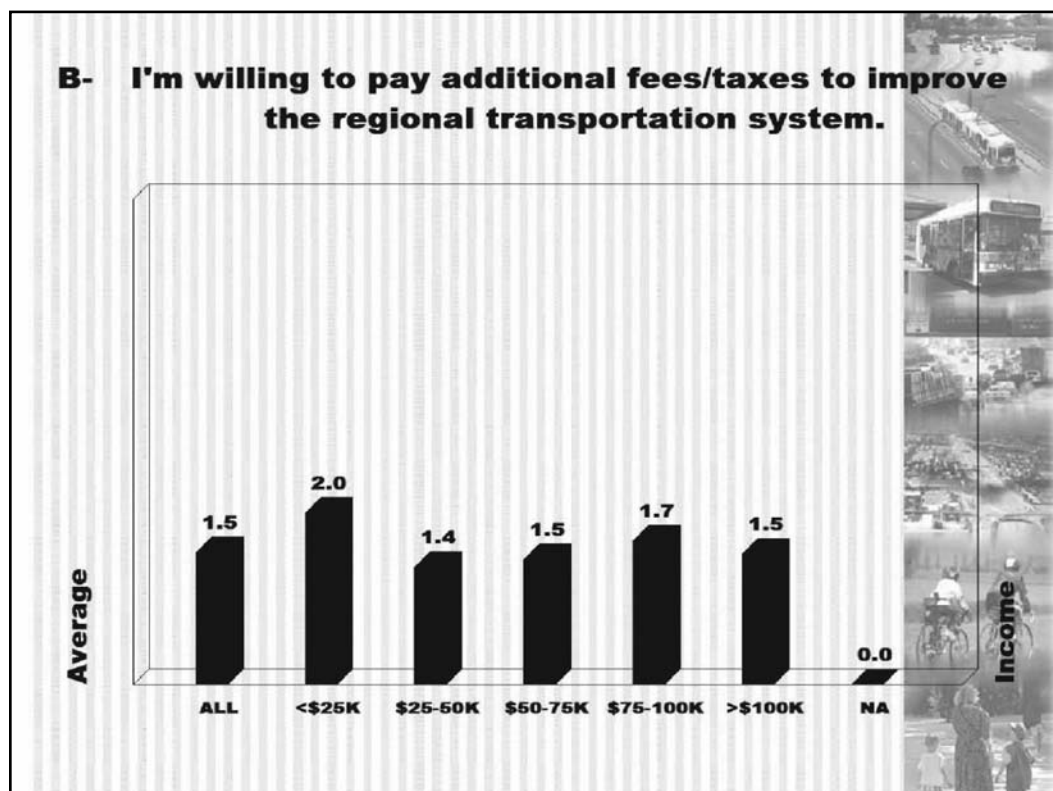
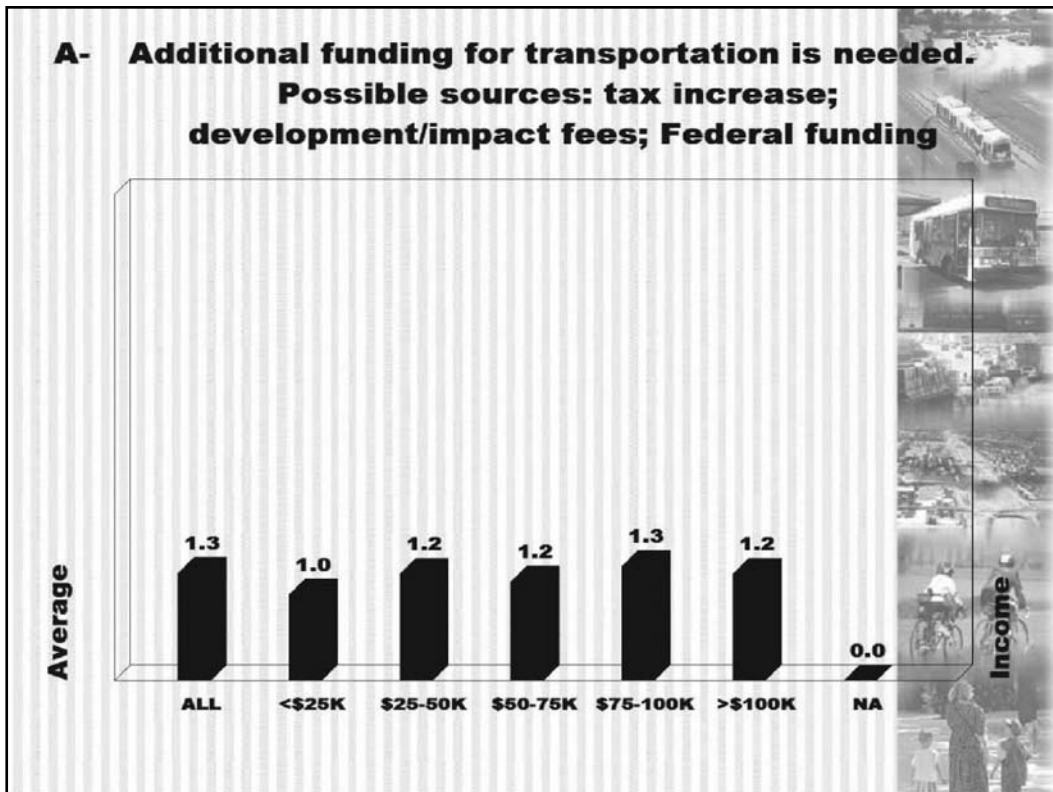
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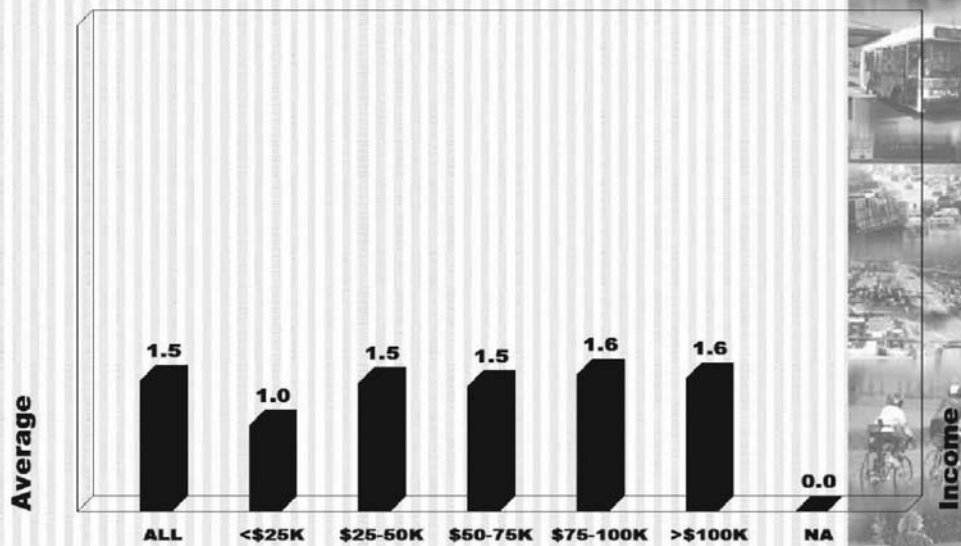
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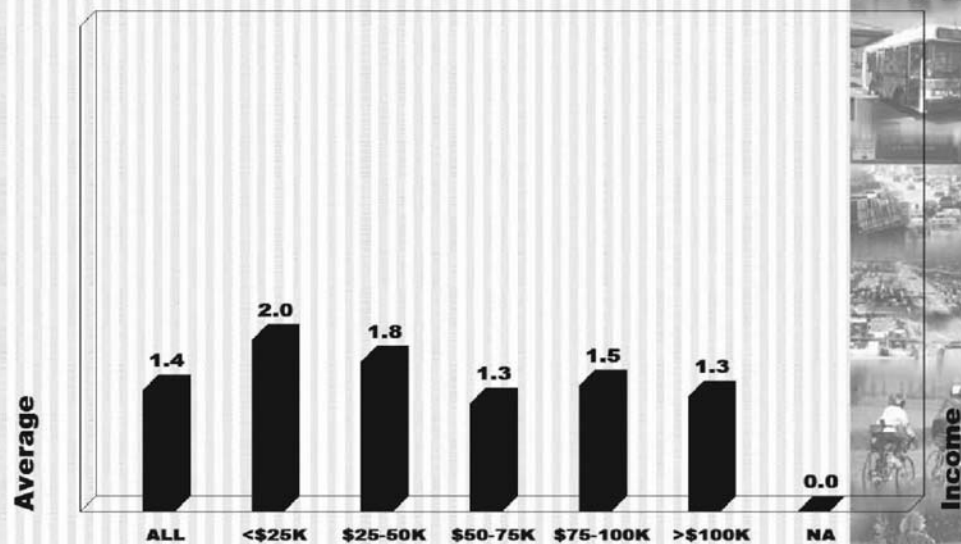
Response by Income



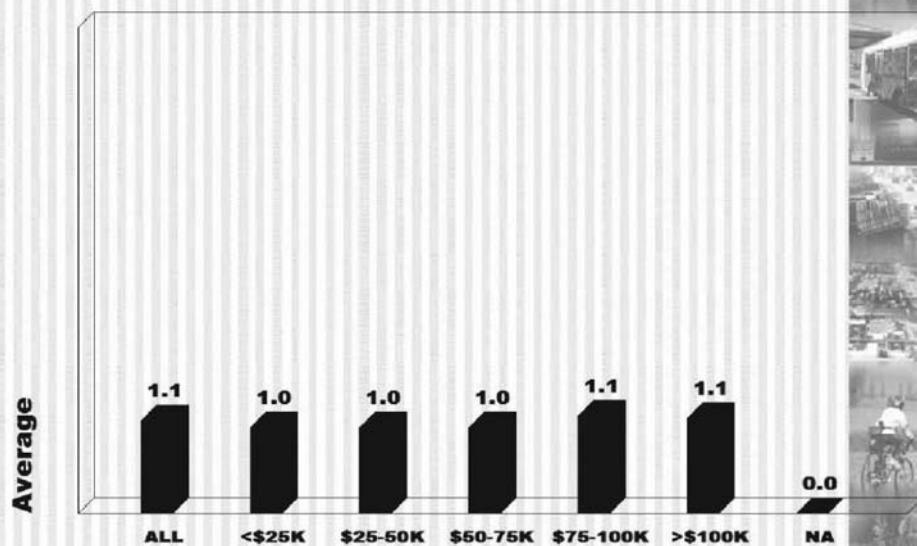
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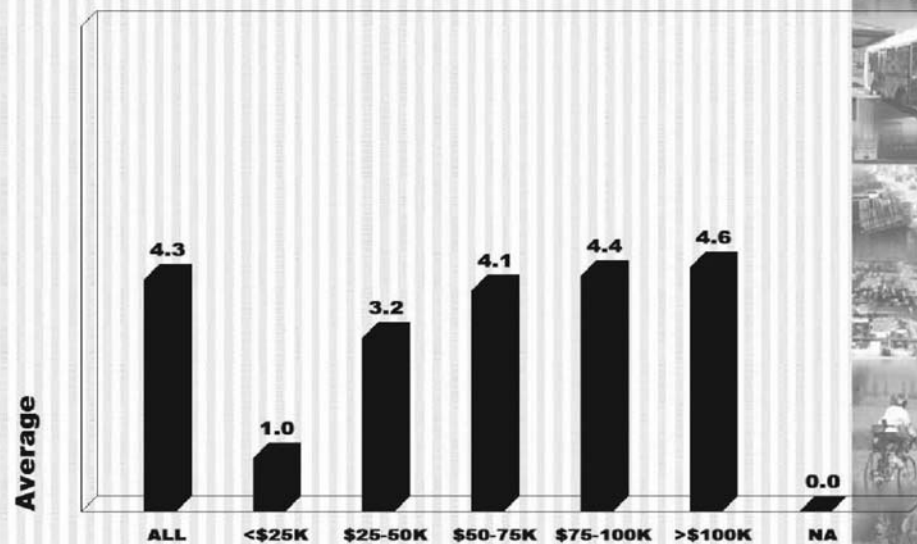
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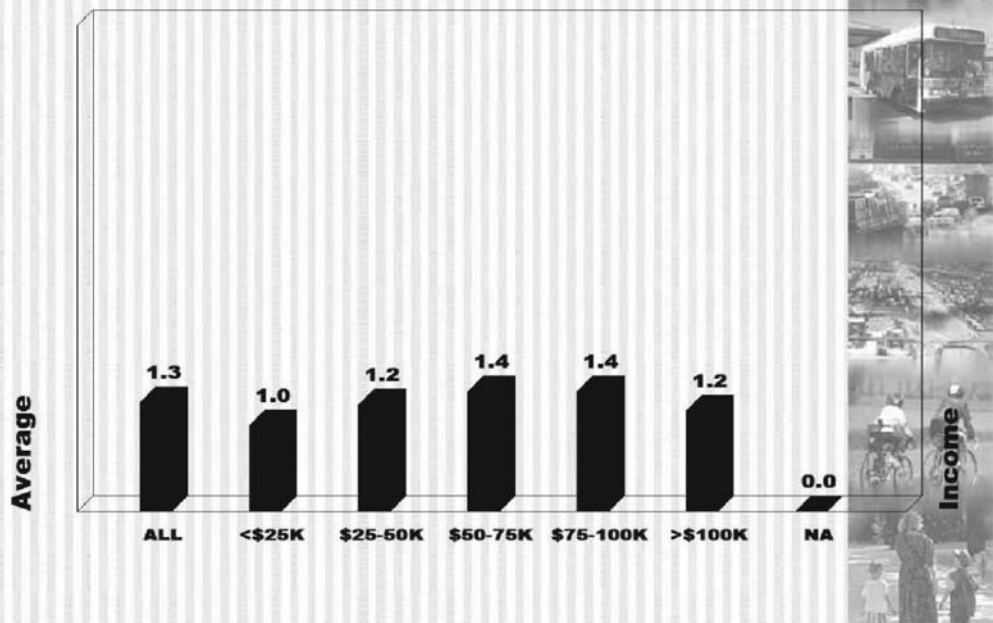
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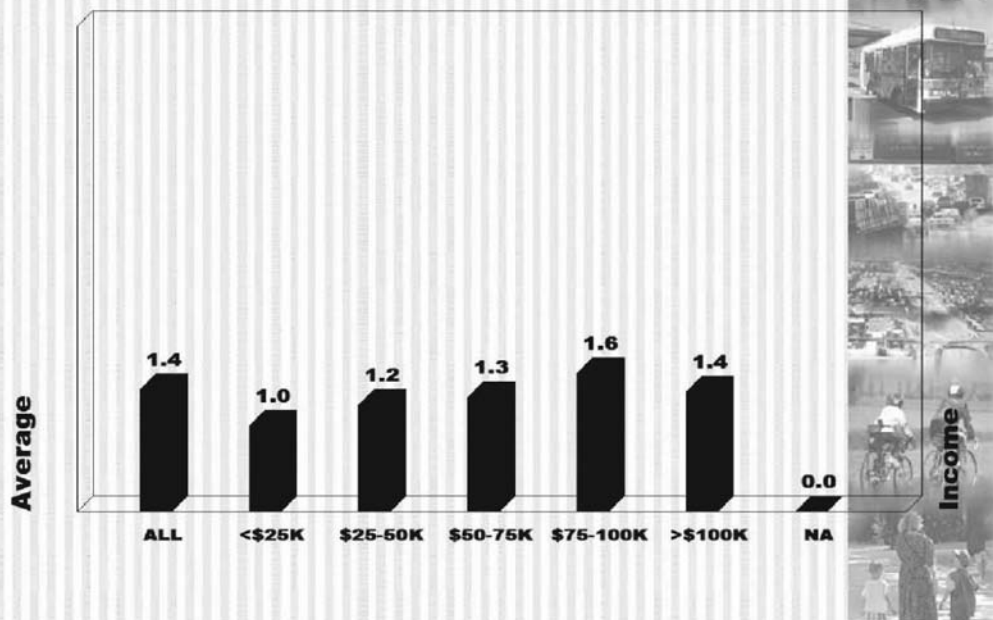
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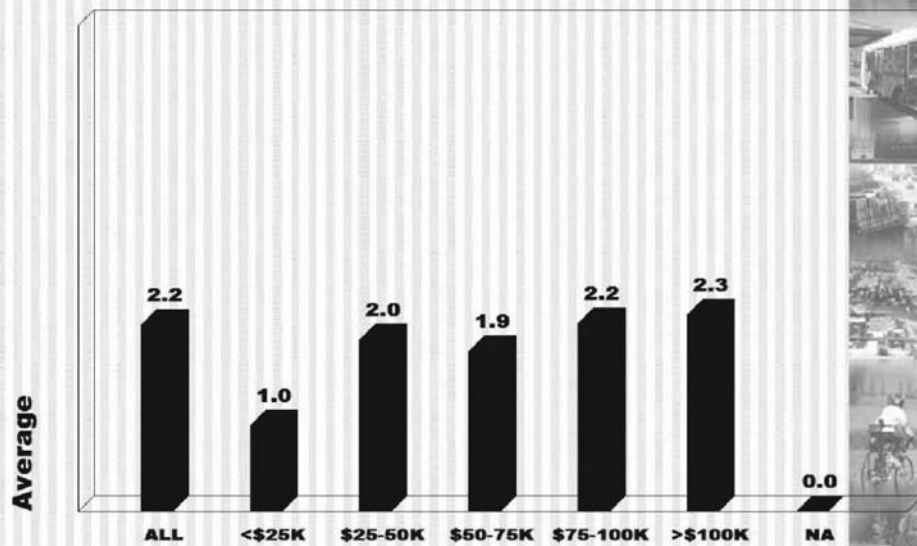
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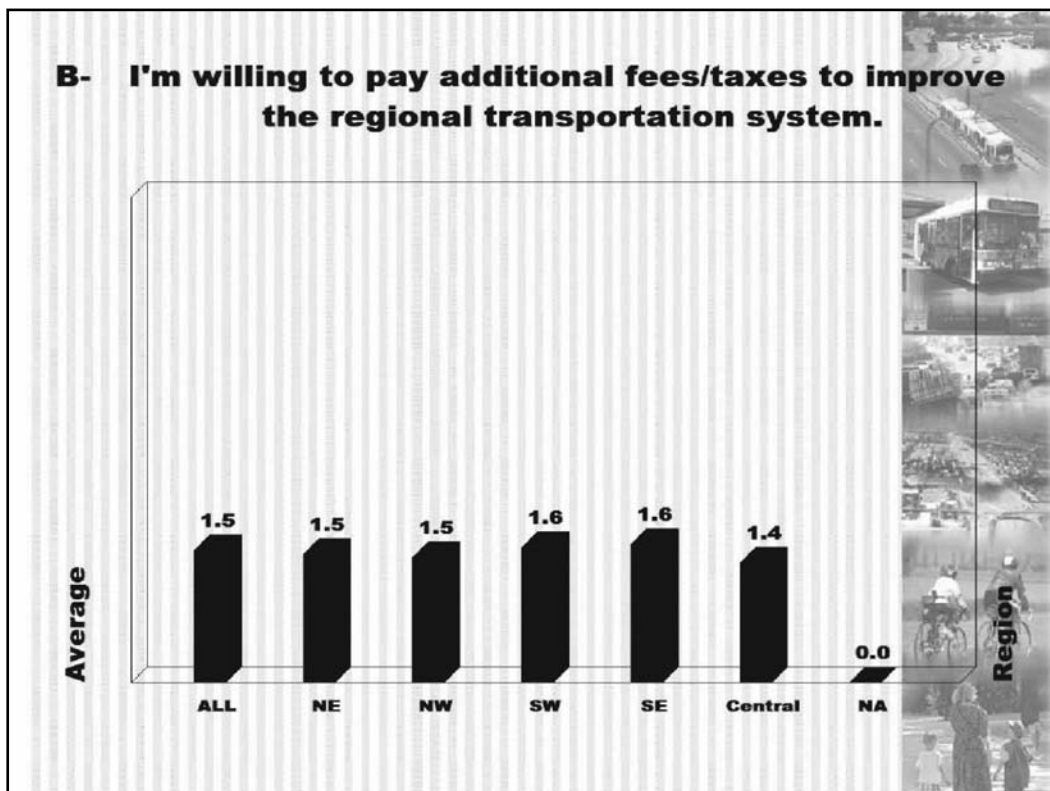
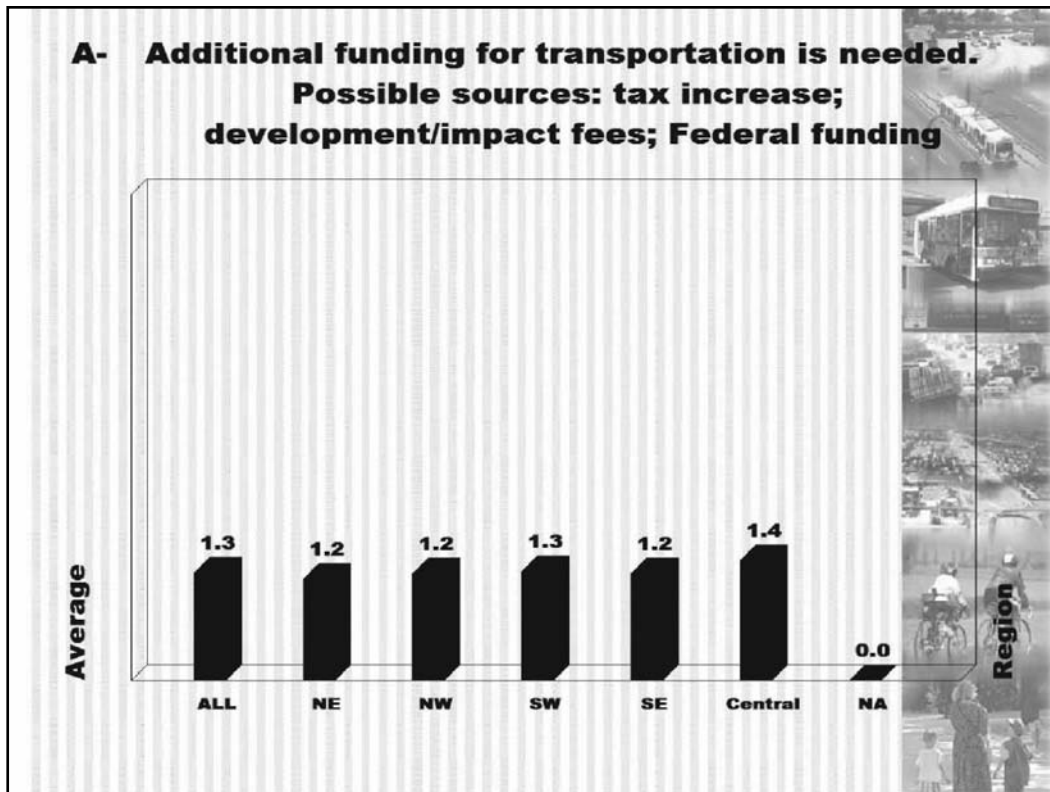
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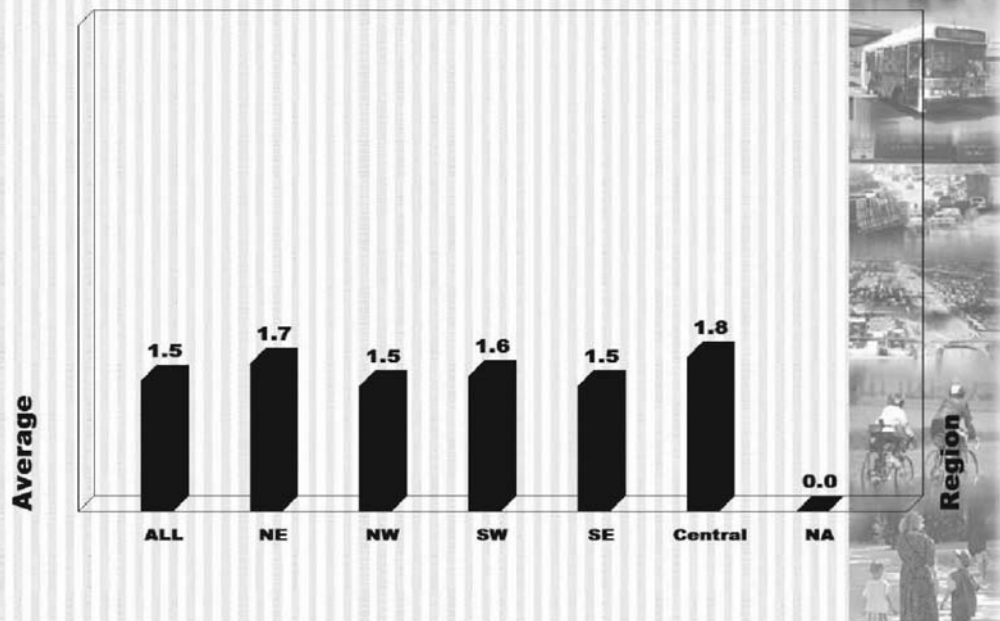
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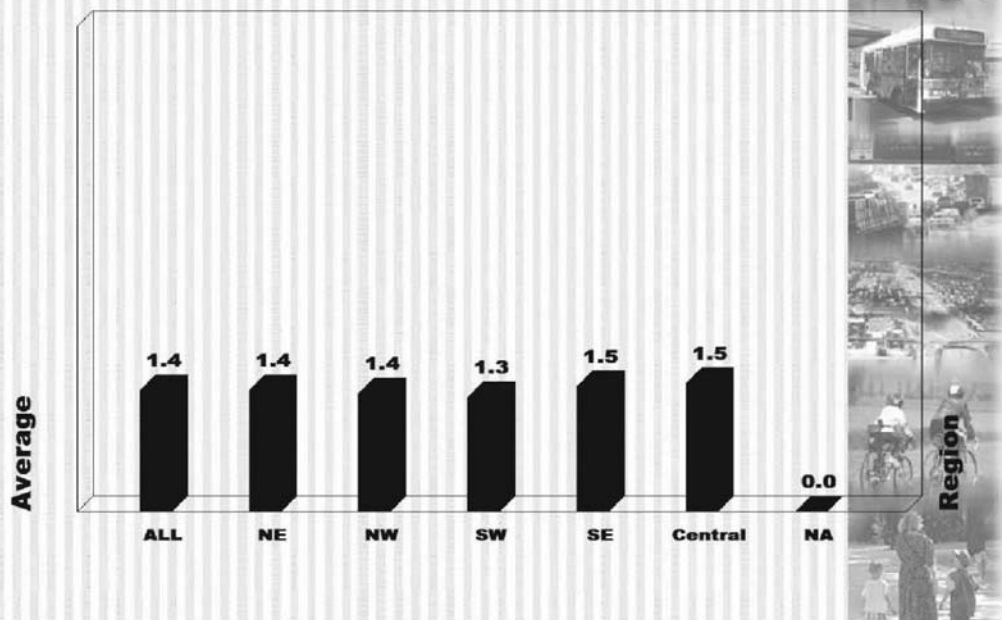
Response by Region



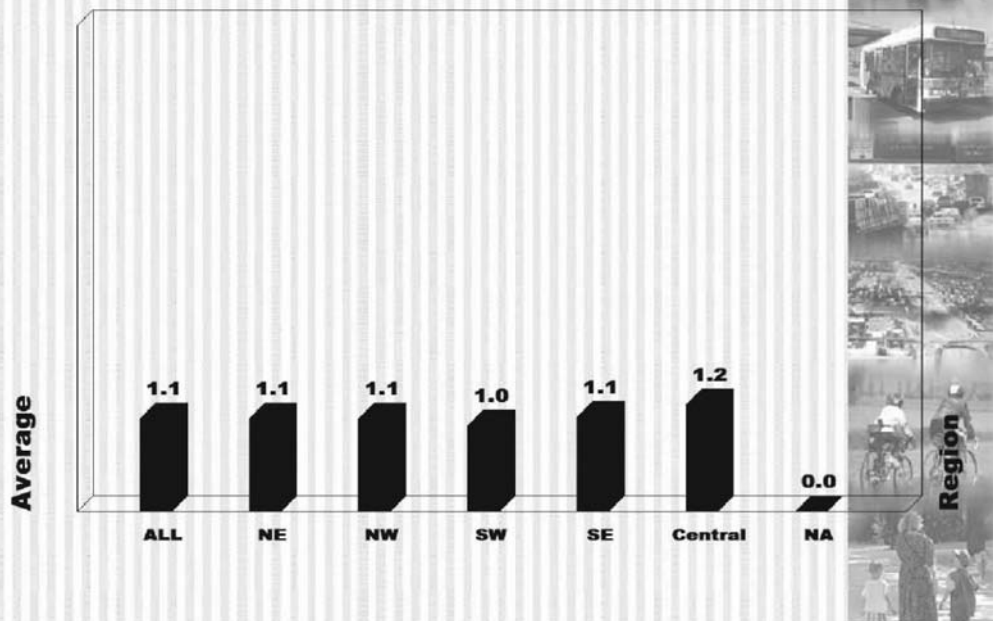
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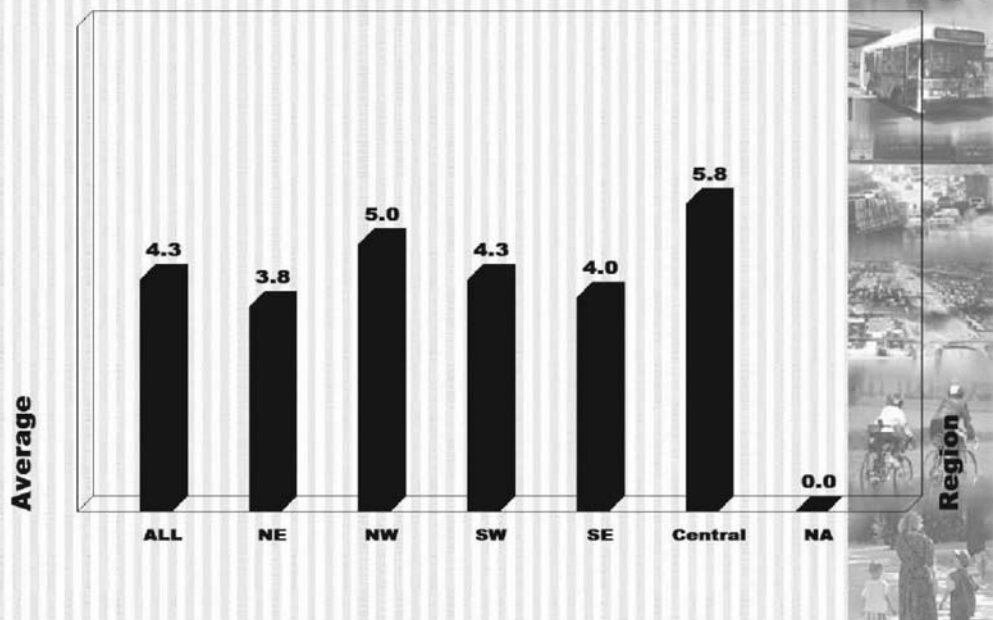
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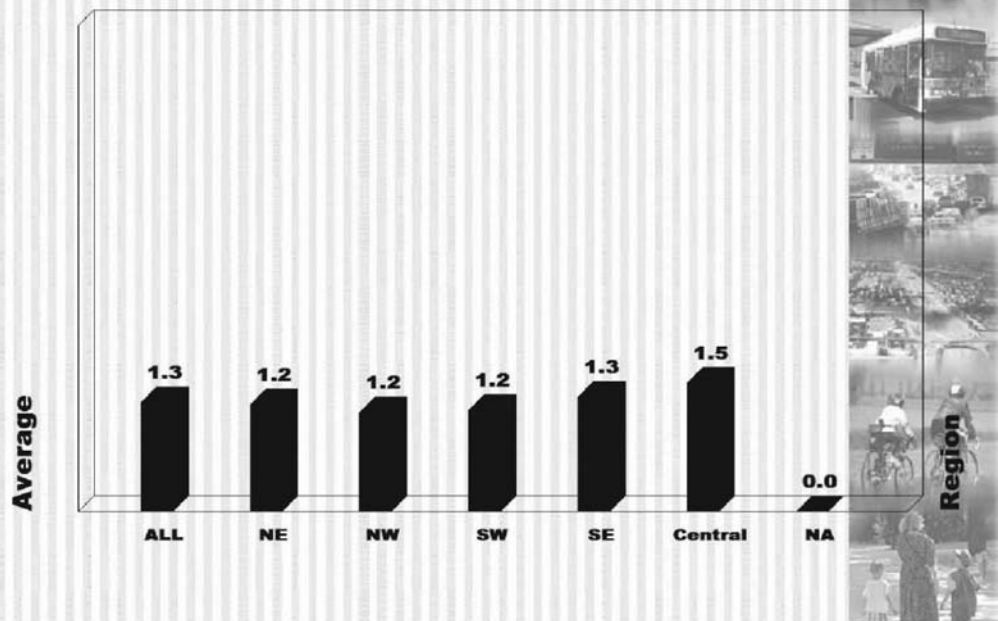
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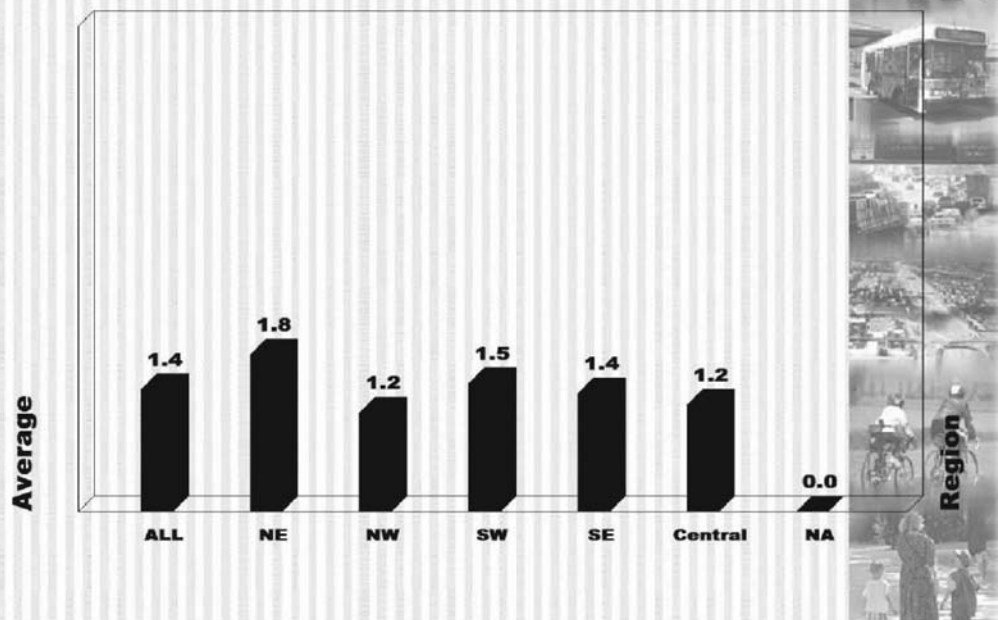
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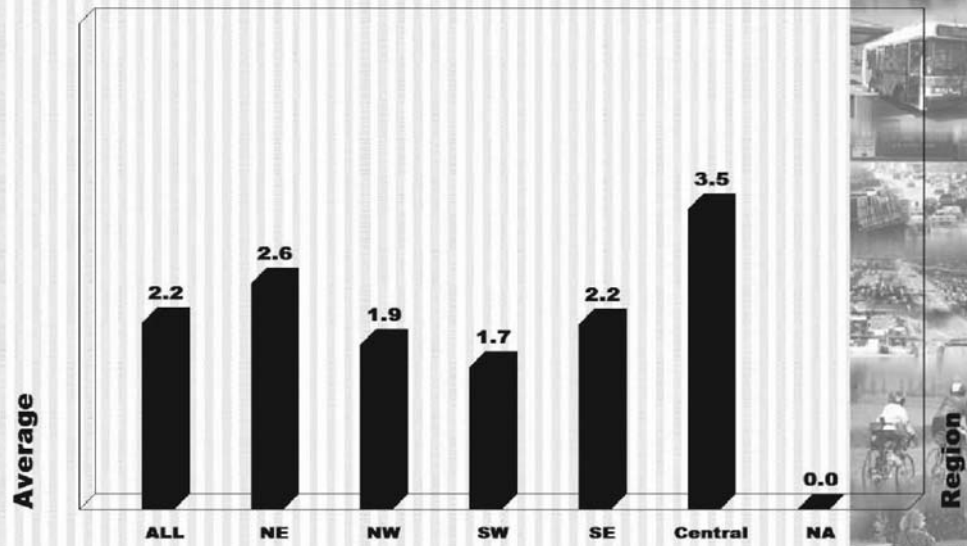
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Priorities by Demographic Subgroup

Average Response by Entire Group

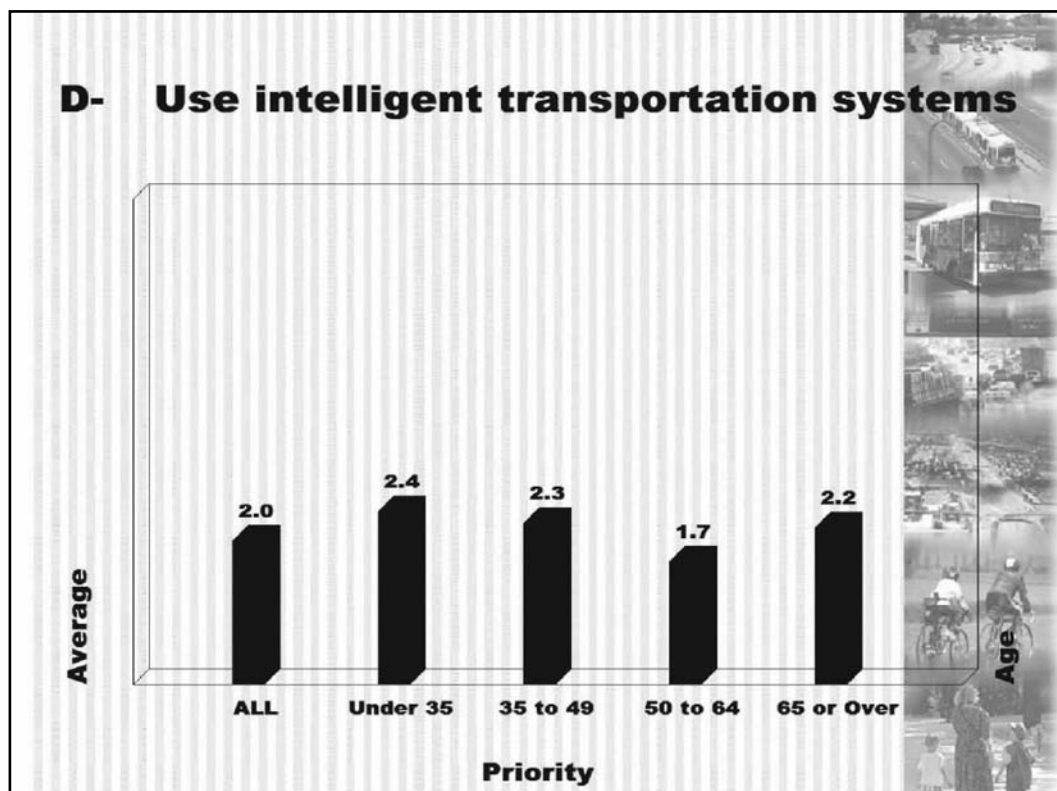
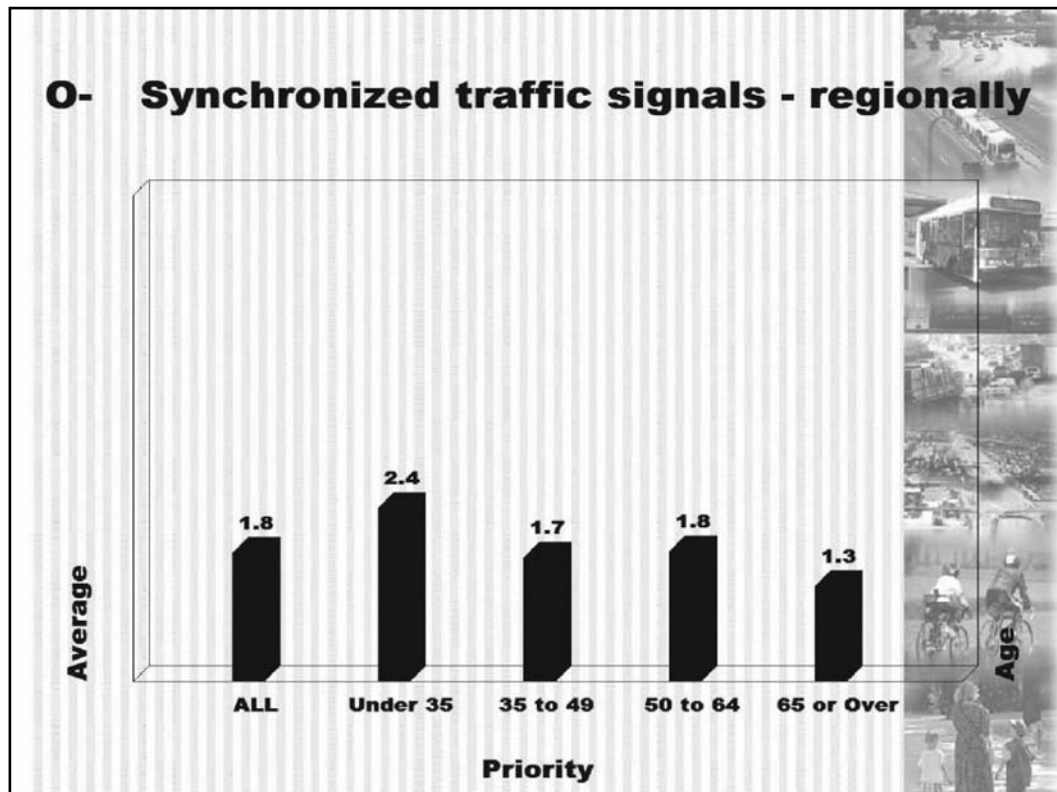
Average Response to all Polls		
Priority	O- Synchronized traffic signals - regionally	1.8
	D- Use intelligent transportation systems	2.0
	G- Complete arterial network and expand regional roads of significance	2.0
	B- High Capacity Transit	2.0
	J- Light rail	2.1
	R- Standardized traffic control	2.2
	C- Expand existing freeway	2.2

Average Response to all Polls		
Priority	C- Expand existing freeway	2.3
	N- Bicycle and pedestrian friendly system	2.4
	M- More HOV lanes and incentives for use	2.4
	S- Carpooling	2.6
	P- More rapid transit buses	2.7
	K- More transportation for disabled	2.7
	A- Commuter Rail	2.7
	L- More park-and-ride lots	2.8

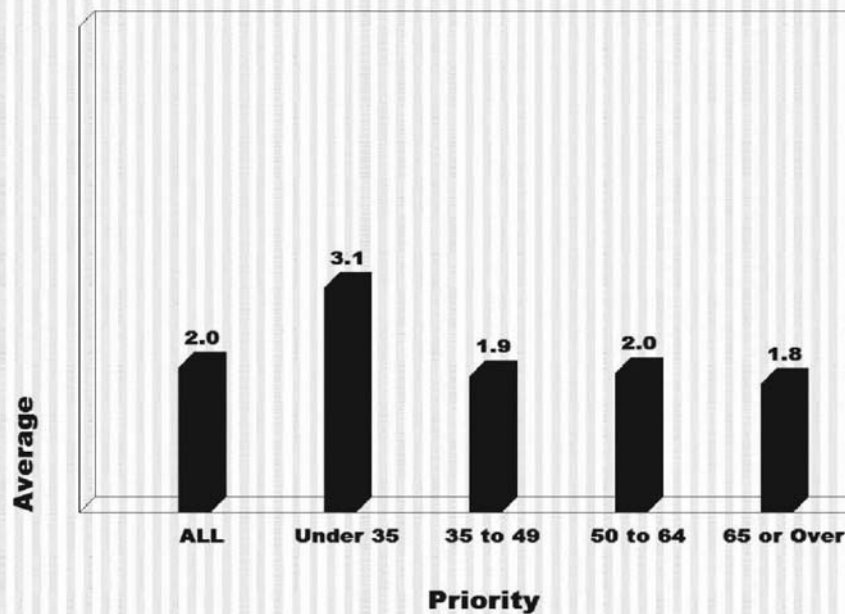
Average Response to all Polls

Priority	K- More transportation for disabled	2.7
	A- Commuter Rail	2.7
	I- More park-and-ride lots	2.8
	F- Smaller more flexible transit	2.8
	Q- More buses	2.9
	L- Telecommuting	2.9
	H- Enhance law enforcement on freeways	3.1
	E- Create a truck bypass	3.3

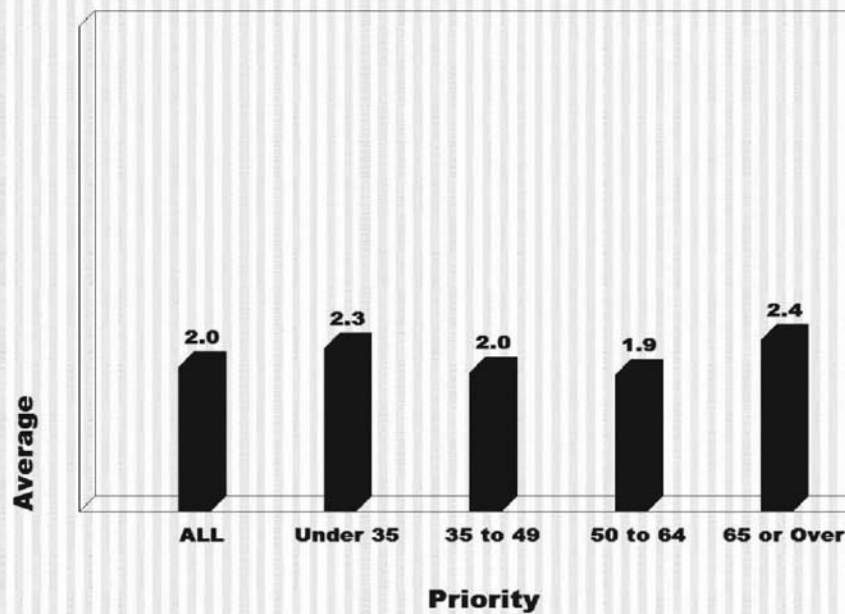
Average Response by Age Group

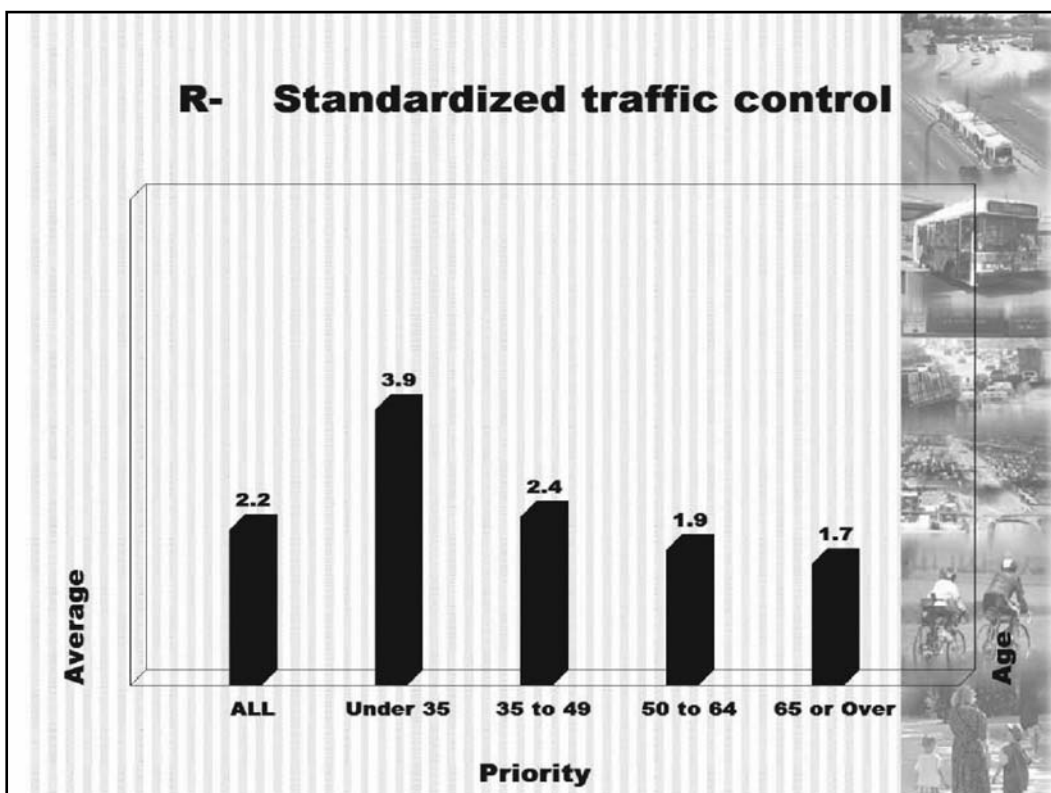
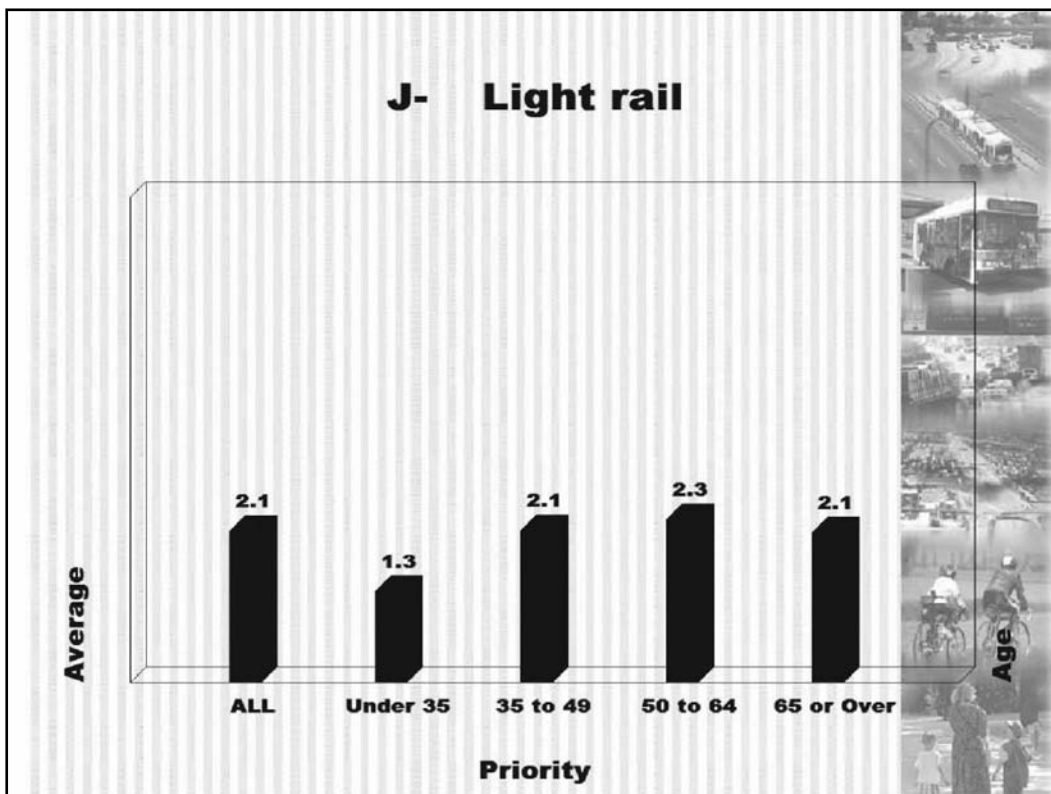


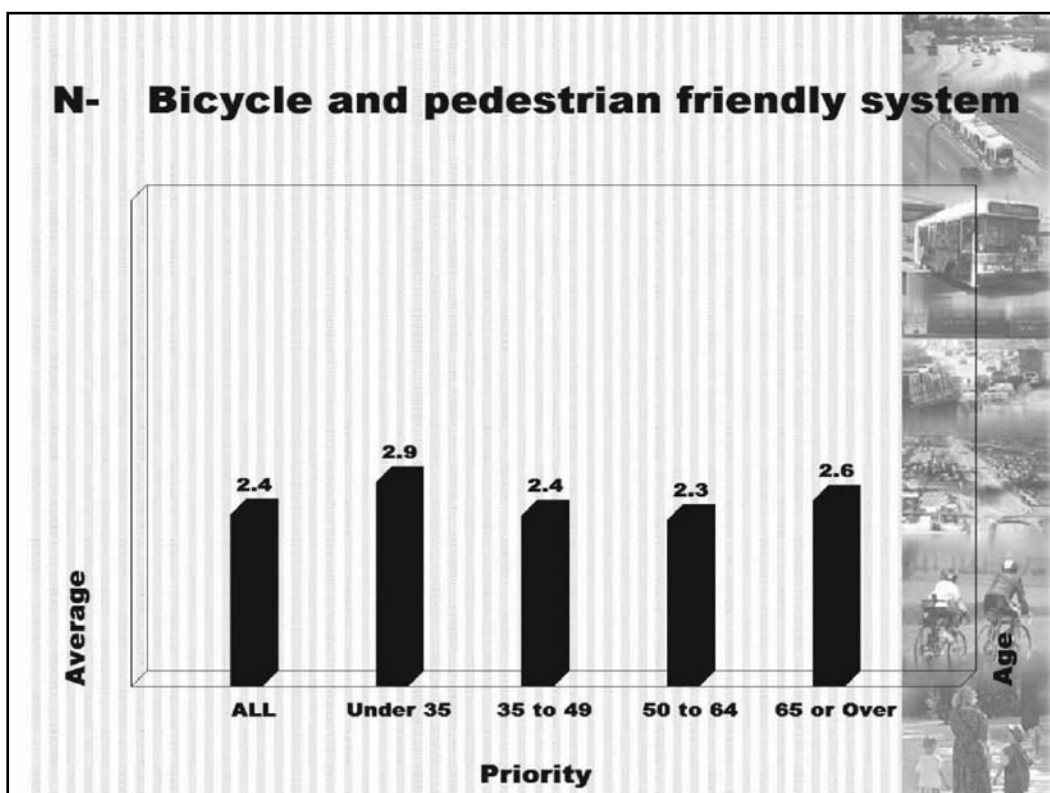
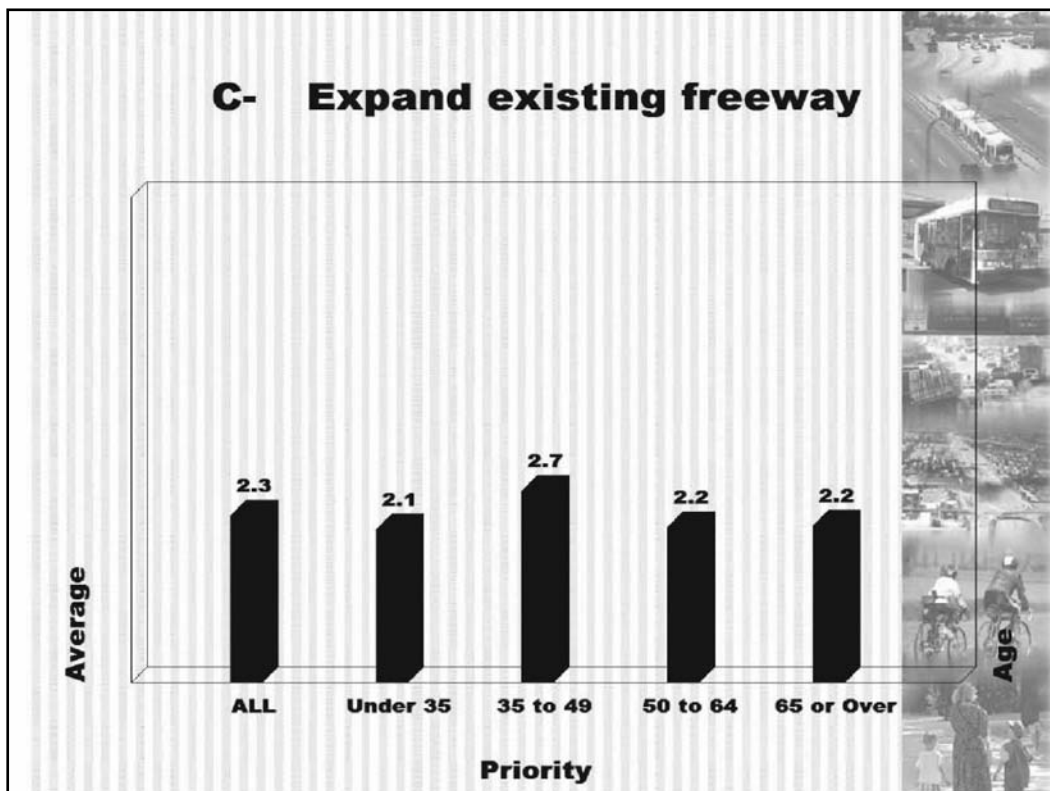
G- Complete arterial network and expand regional roads of significance



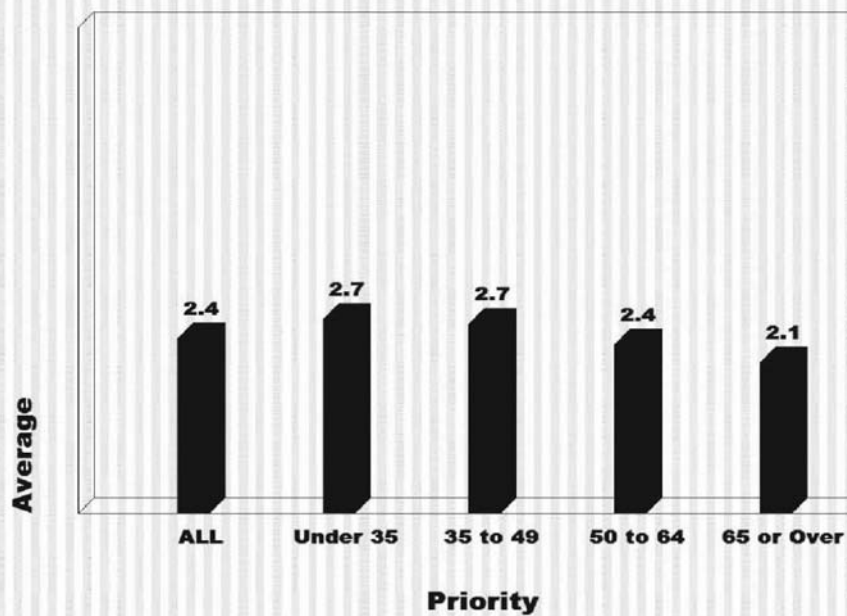
B- High Capacity Transit



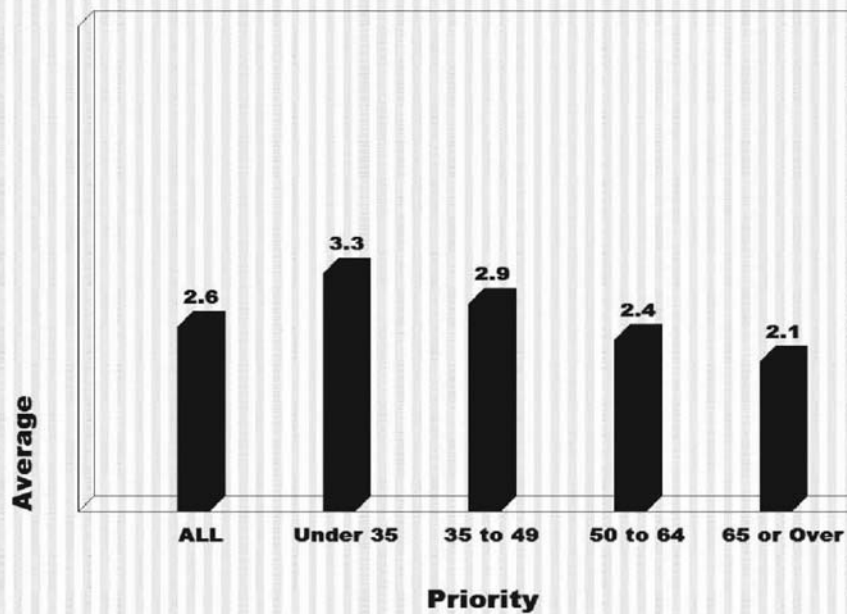


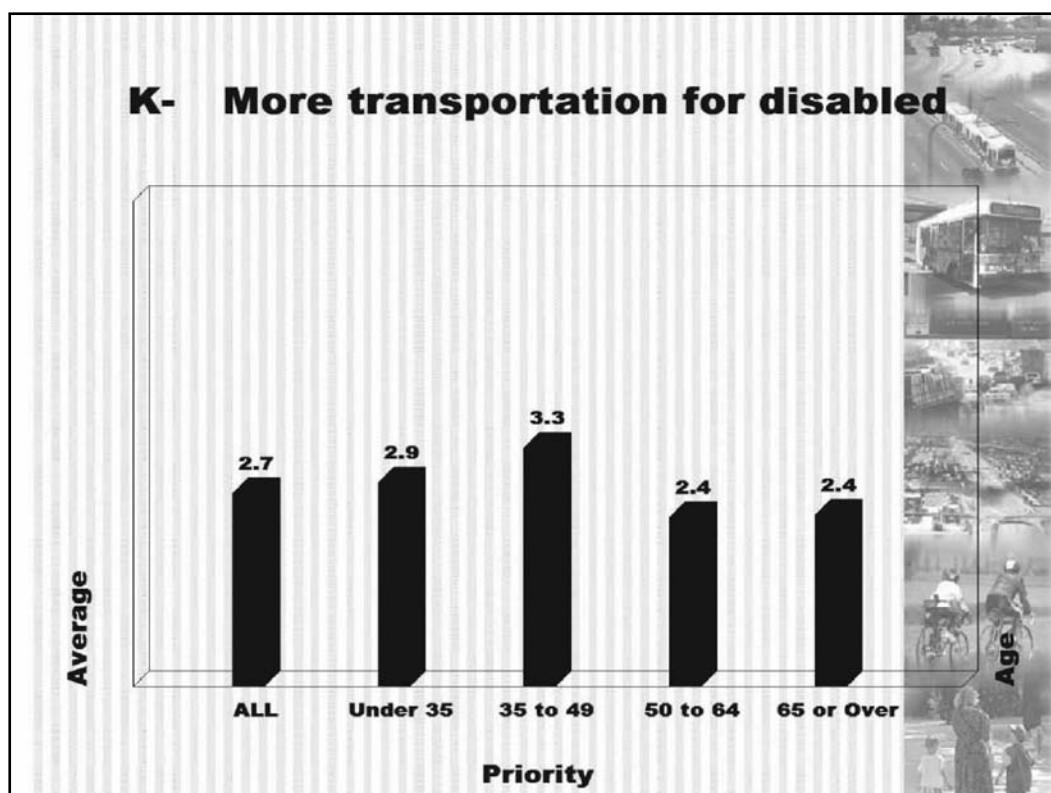
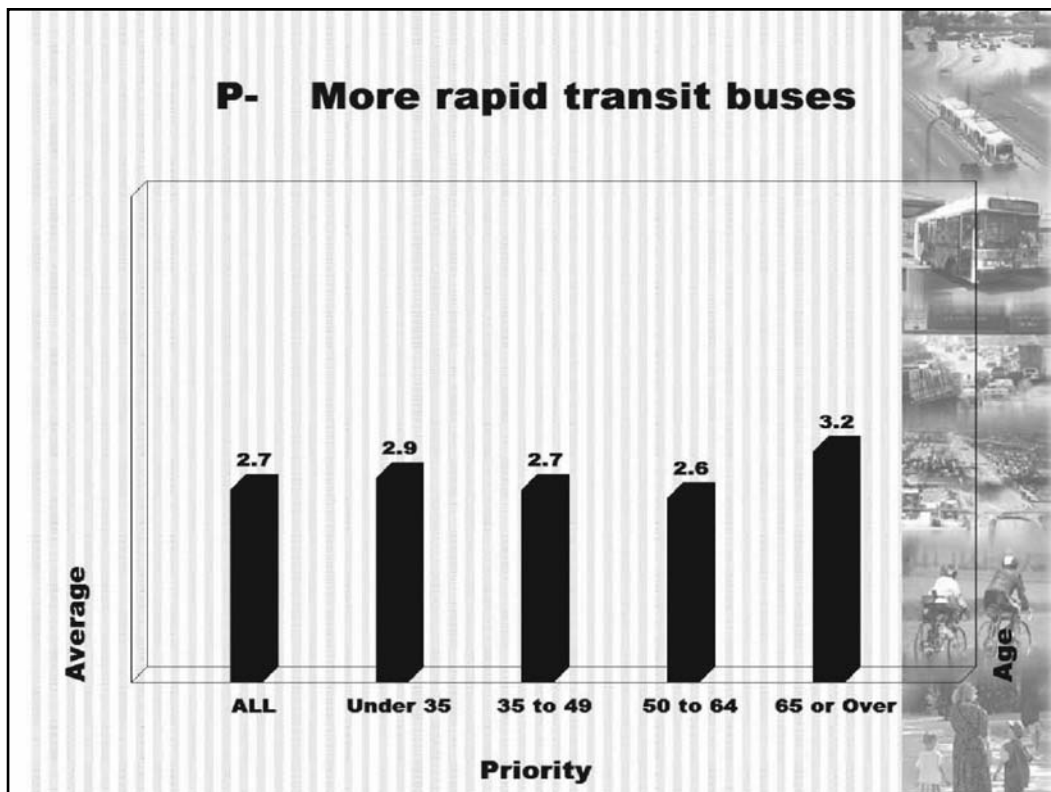


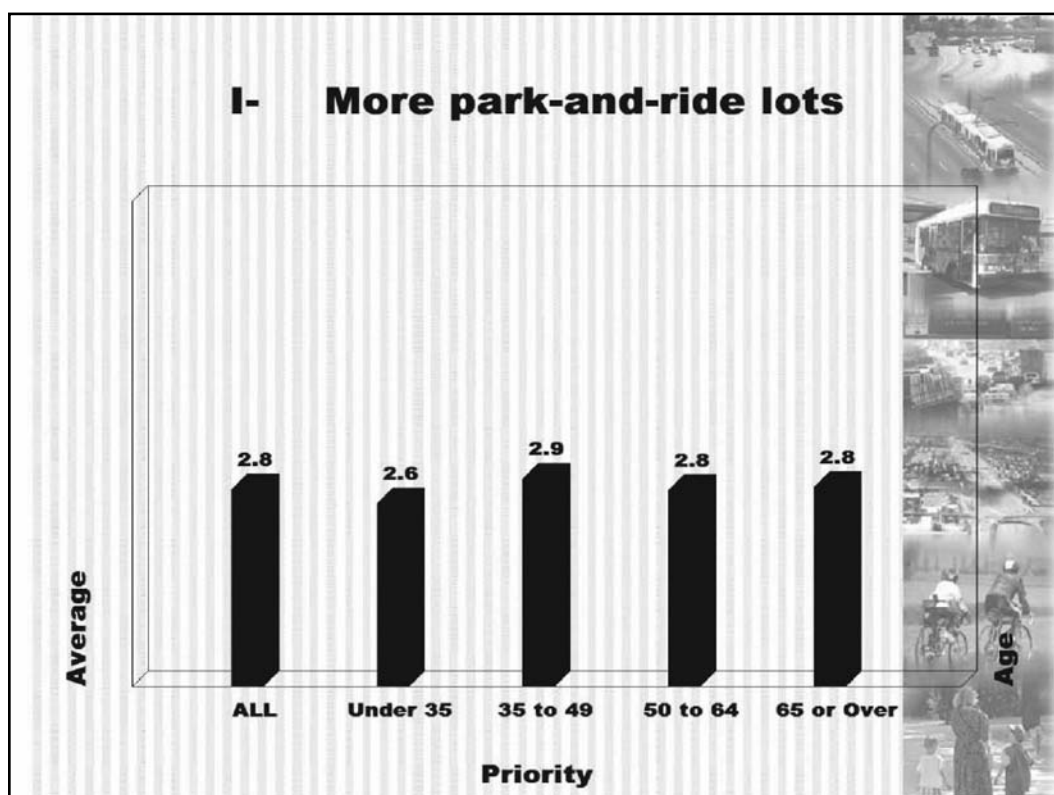
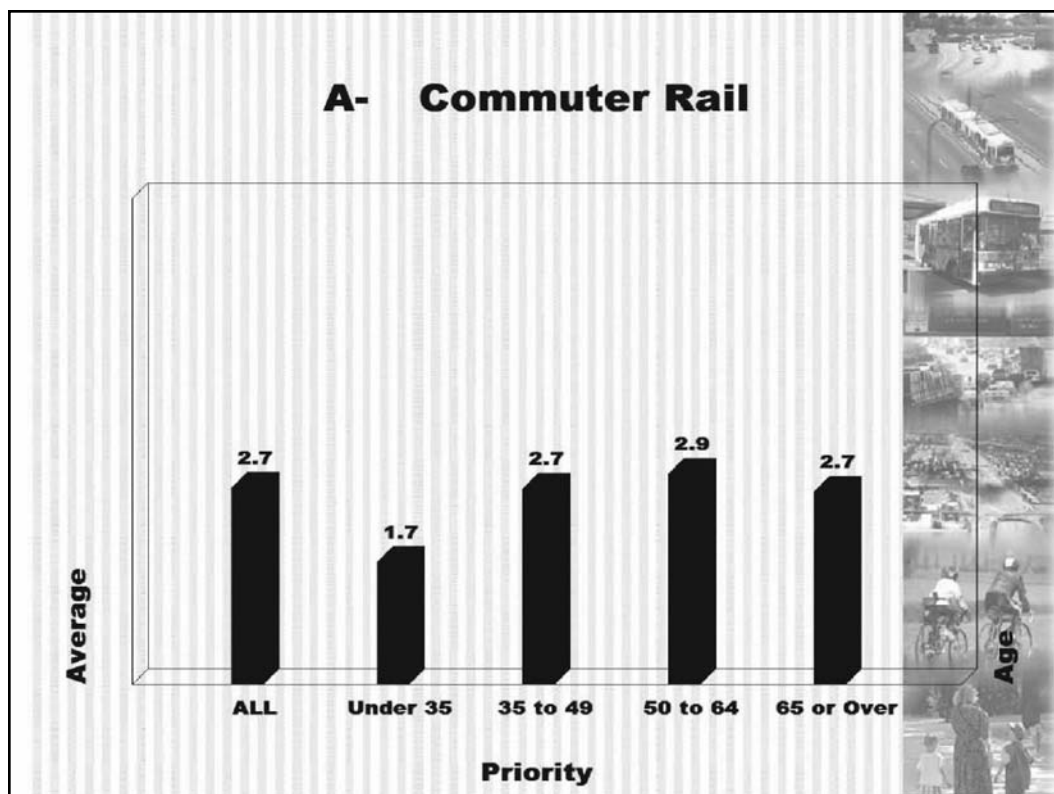
M- More HOV lanes and incentives for use

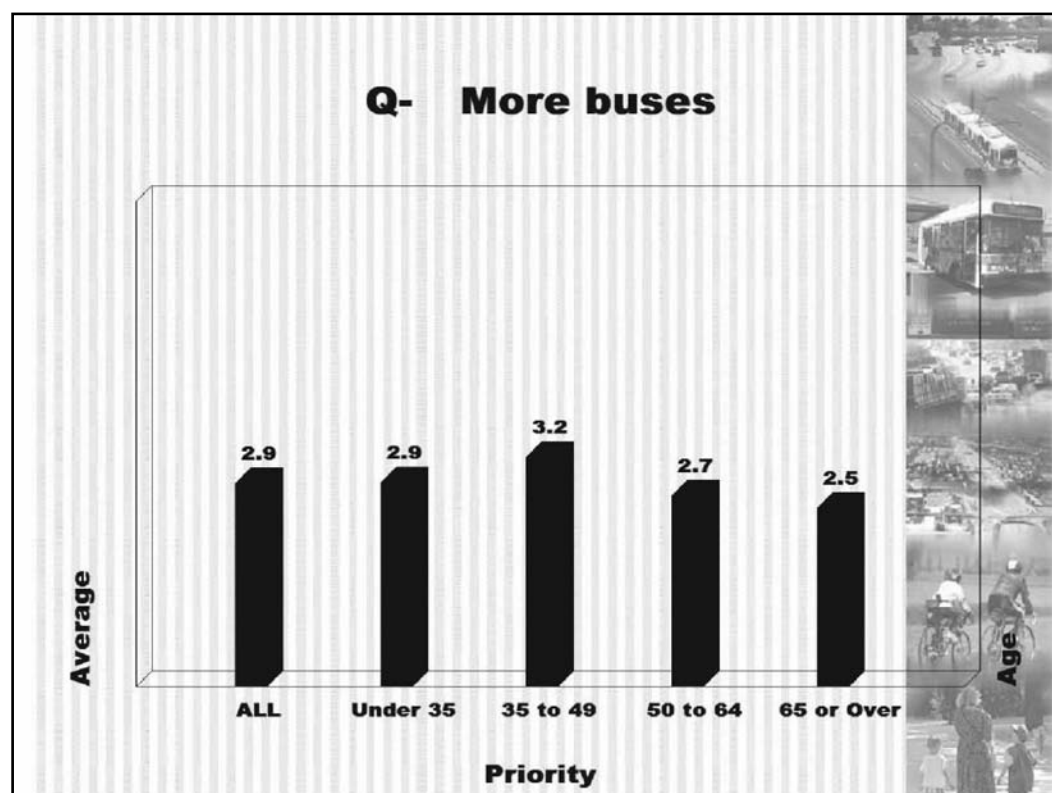
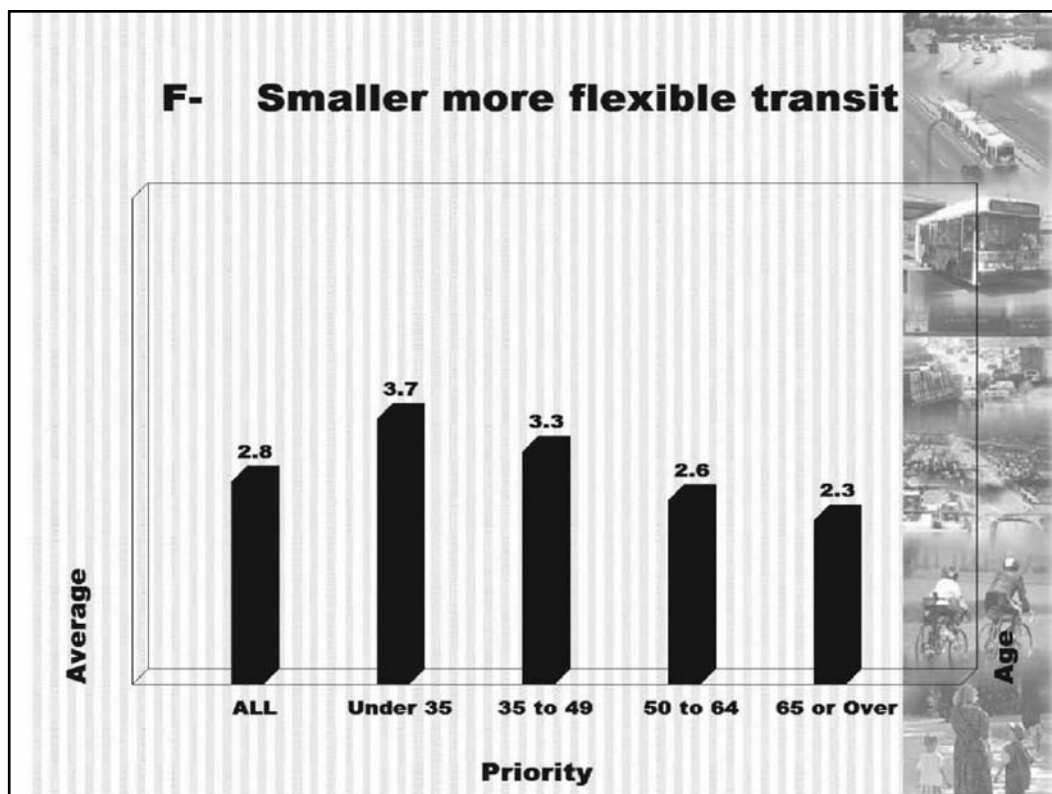


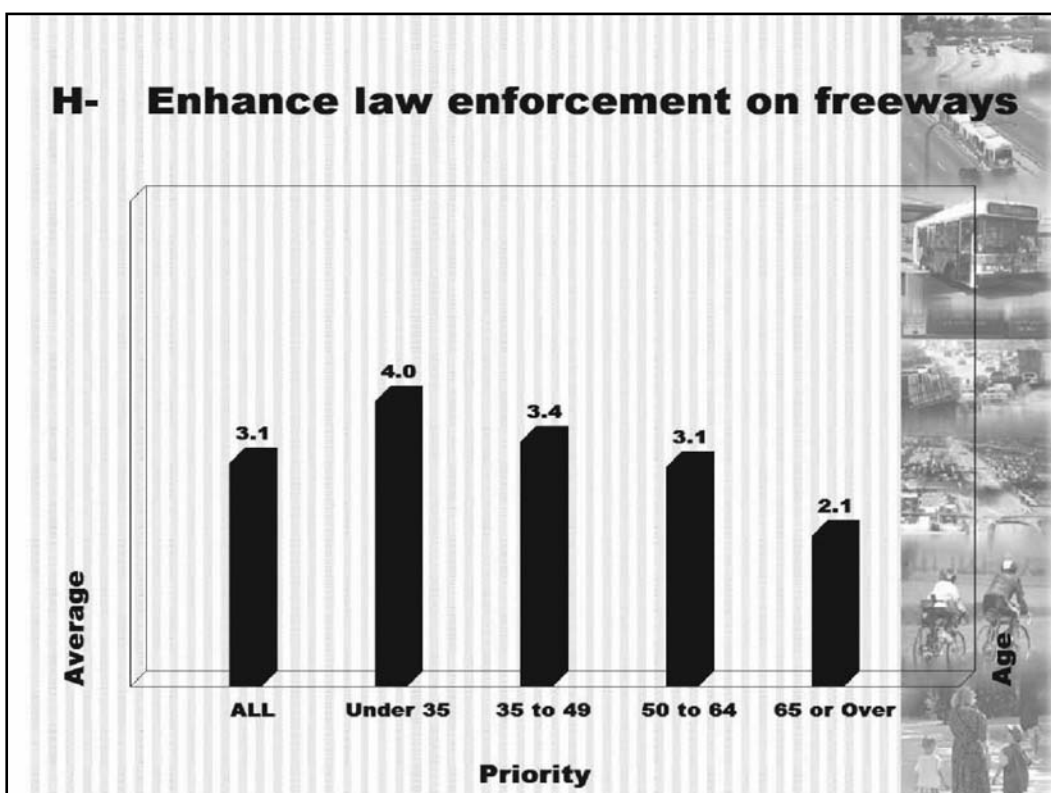
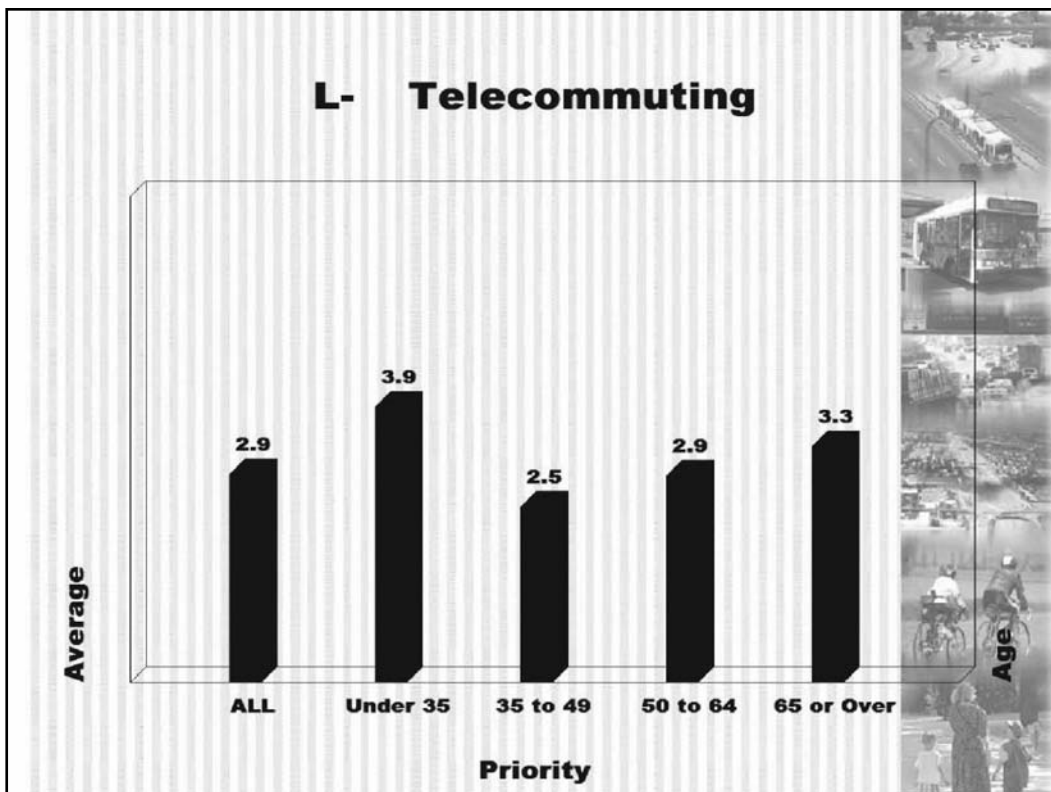
S- Carpooling



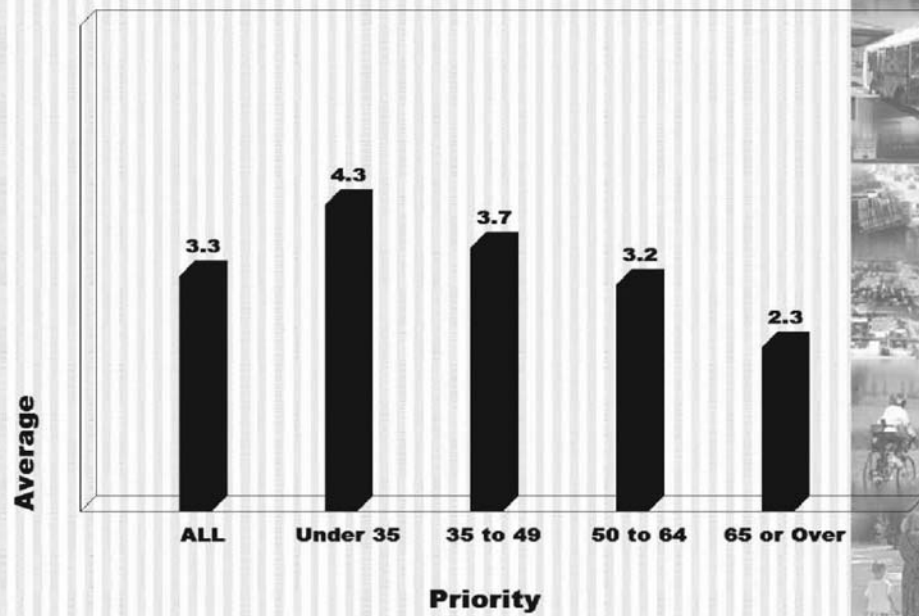




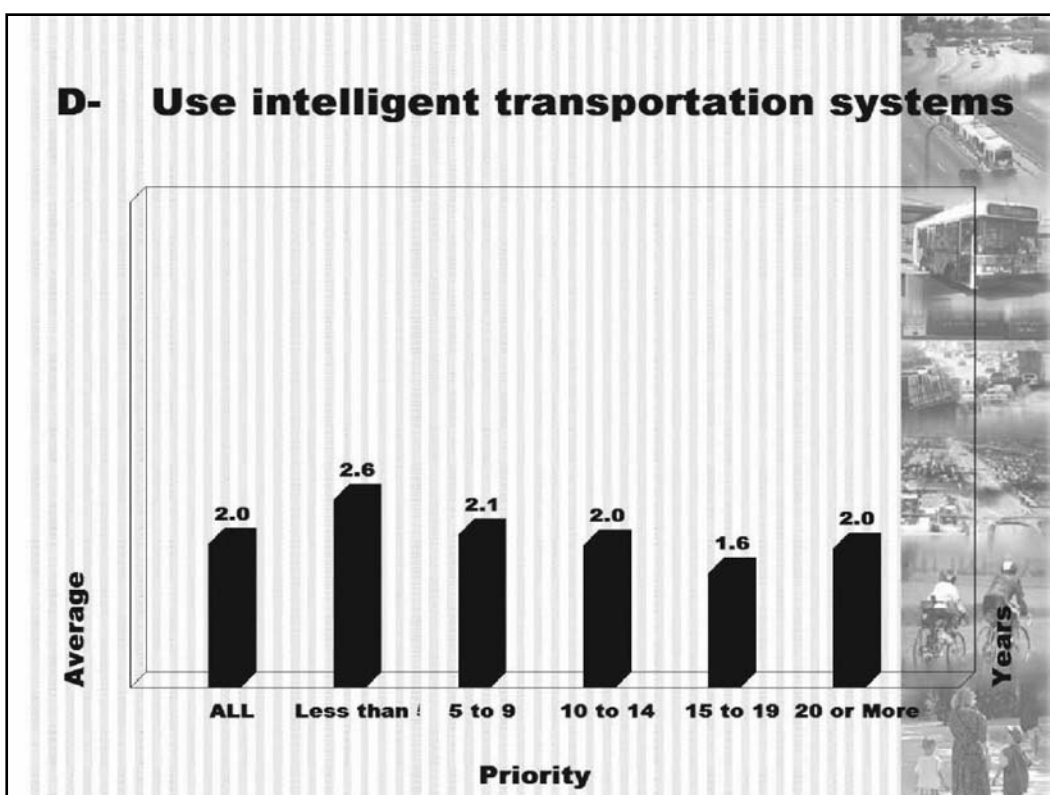
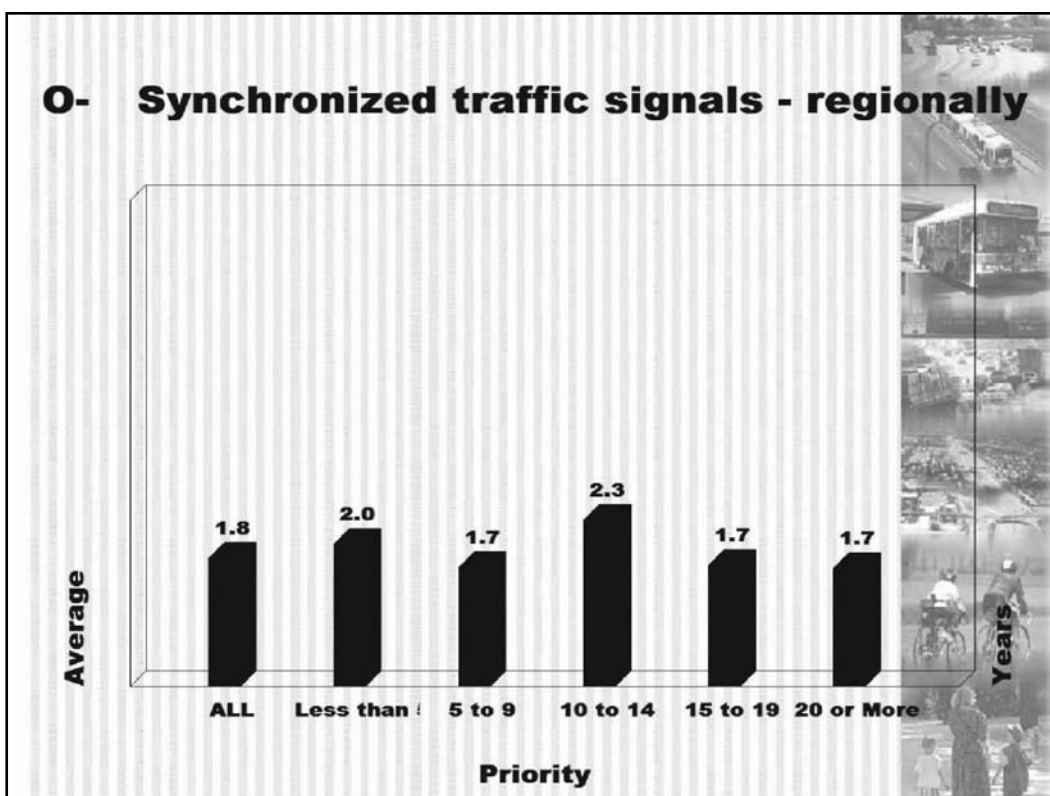




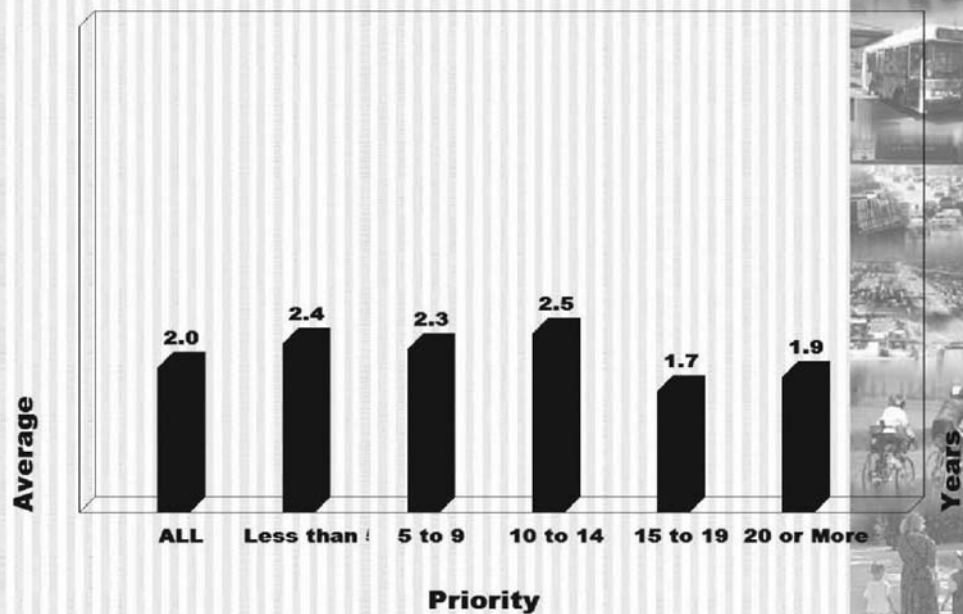
E- Create a truck bypass



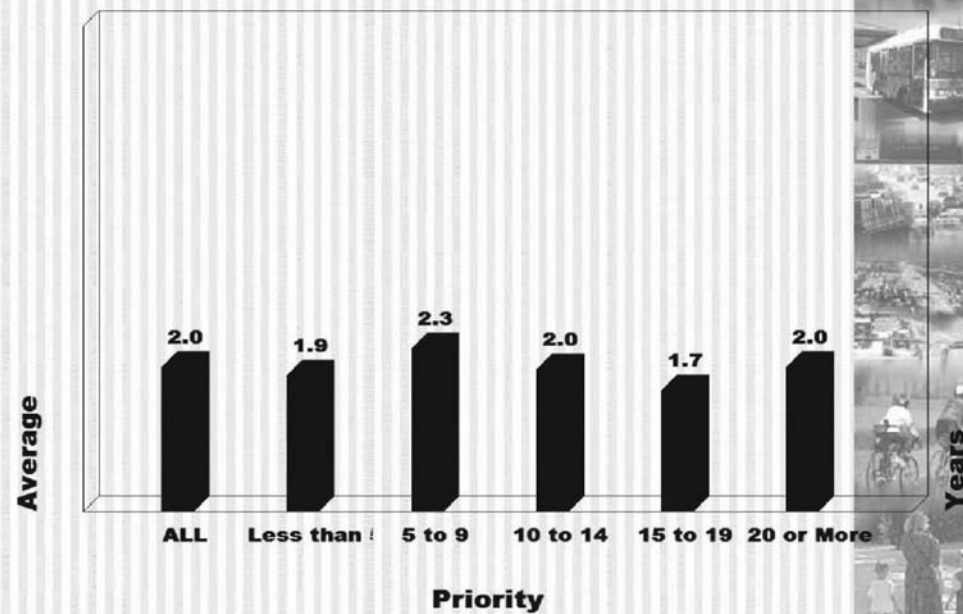
Average Response by Years Residing in Arizona



G- Complete arterial network and expand regional roads of significance



B- High Capacity Transit

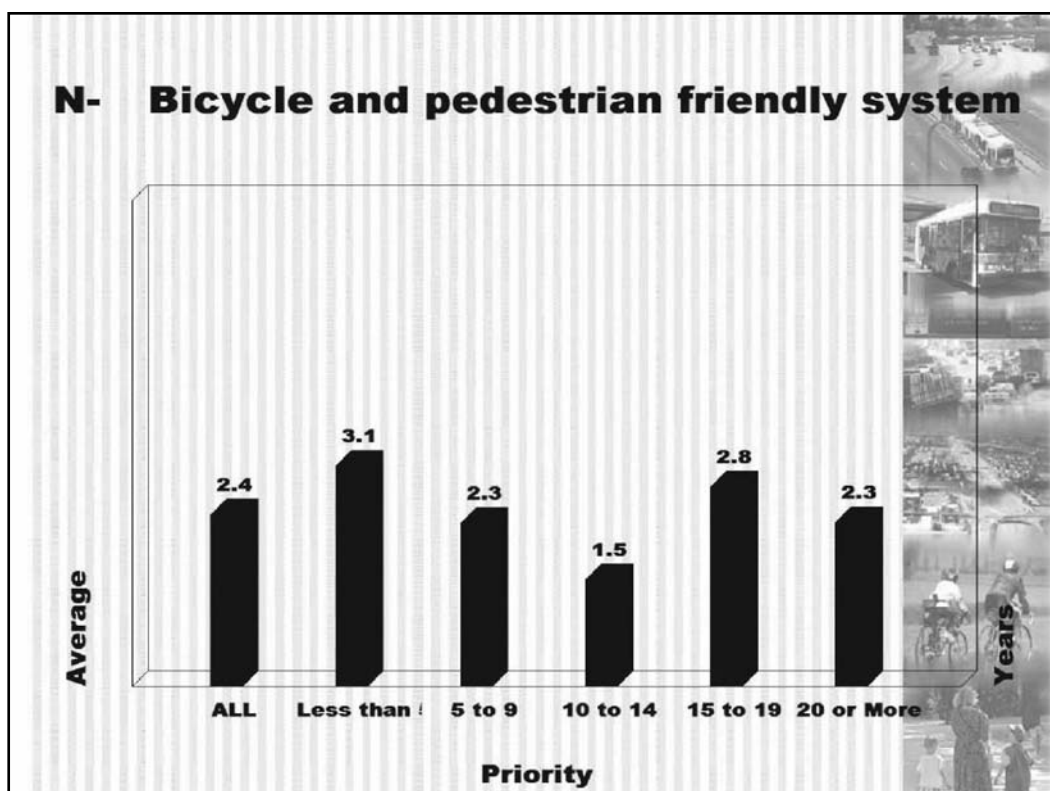
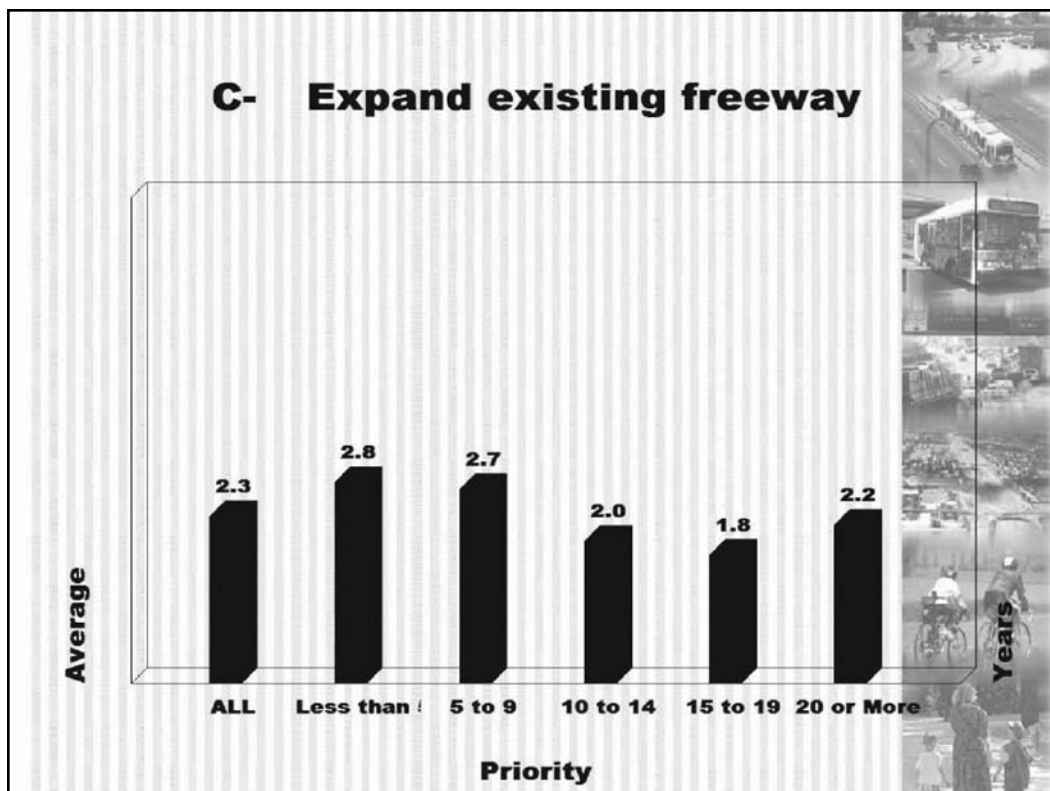


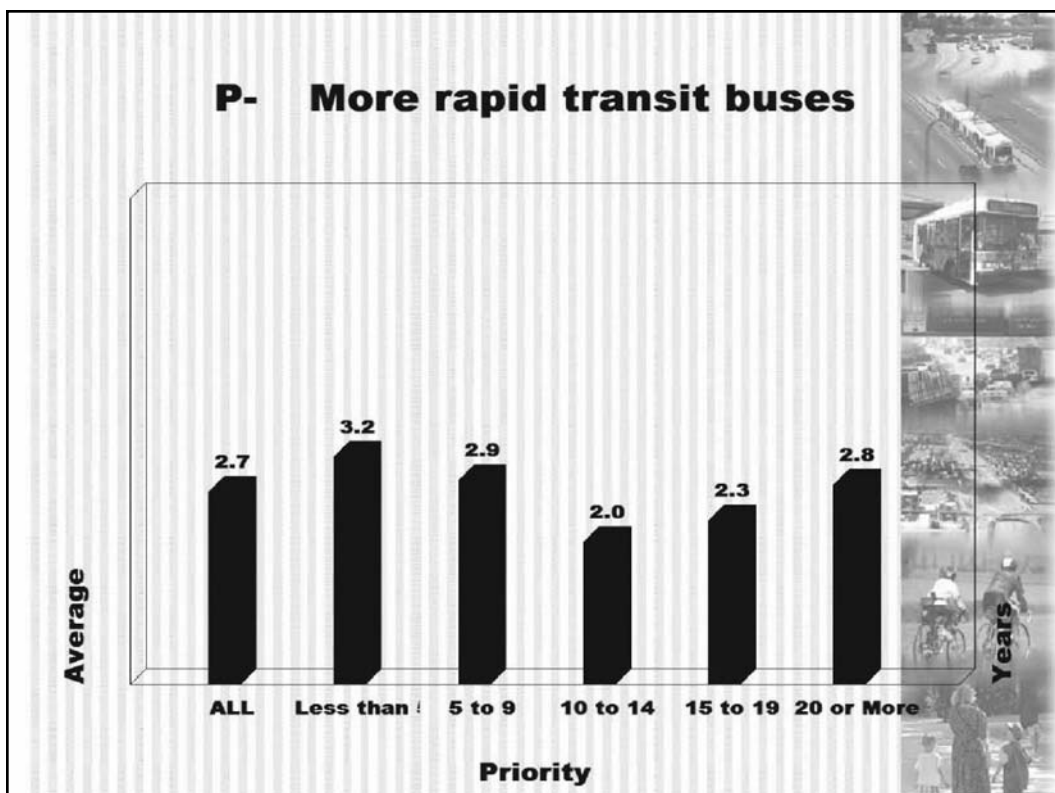
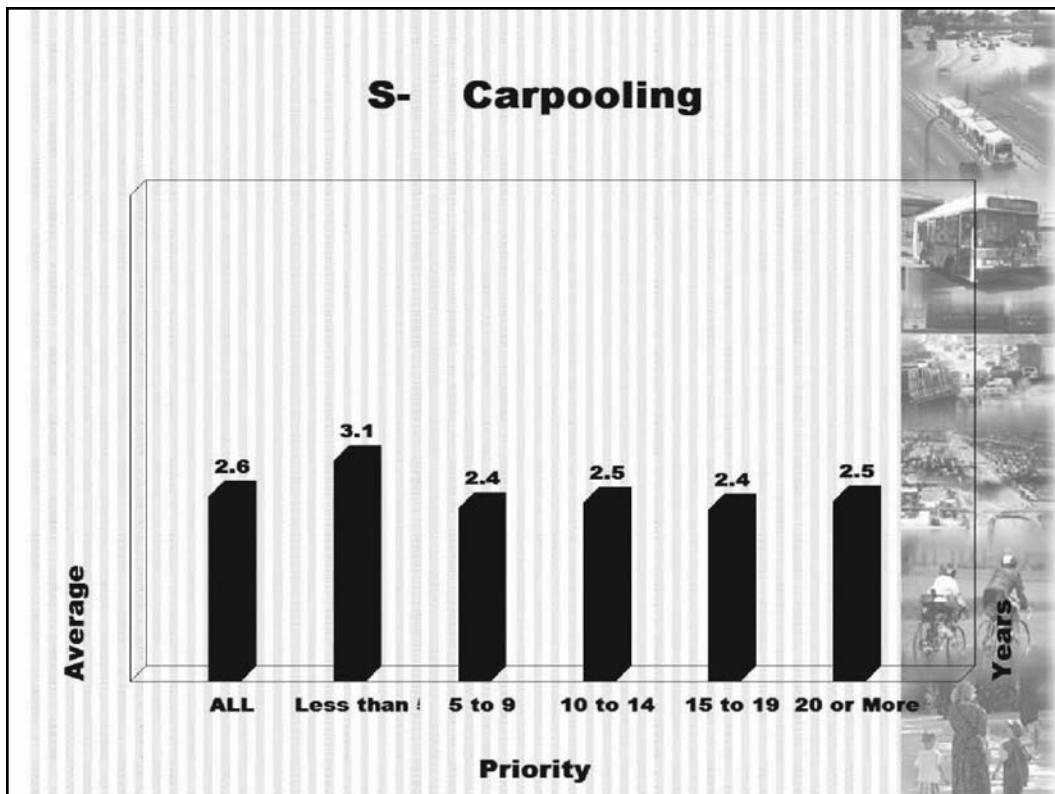
Years



Years



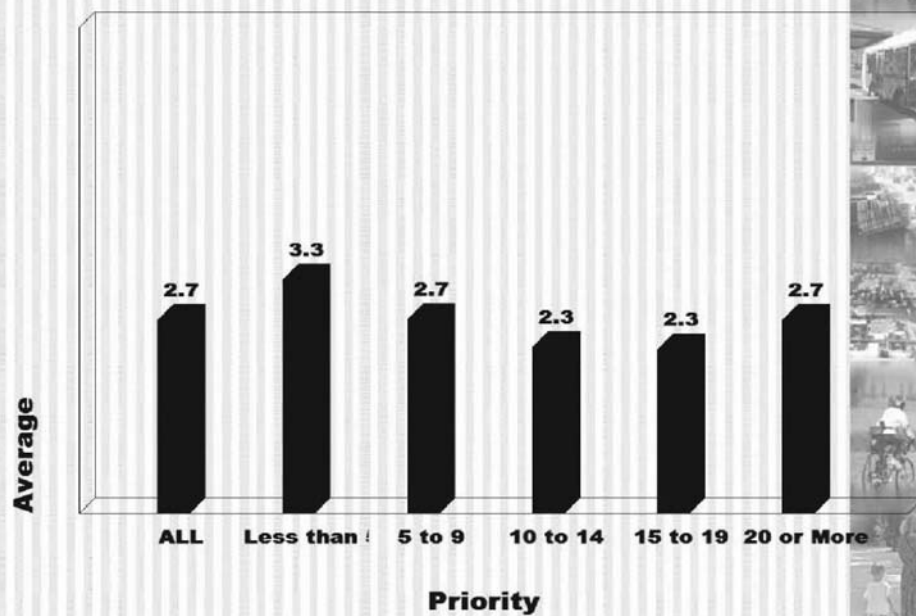
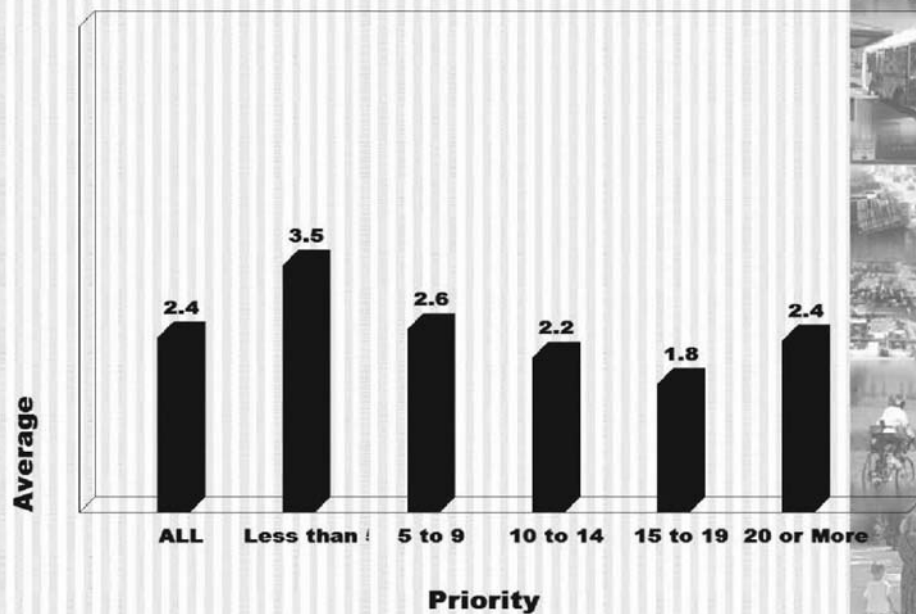


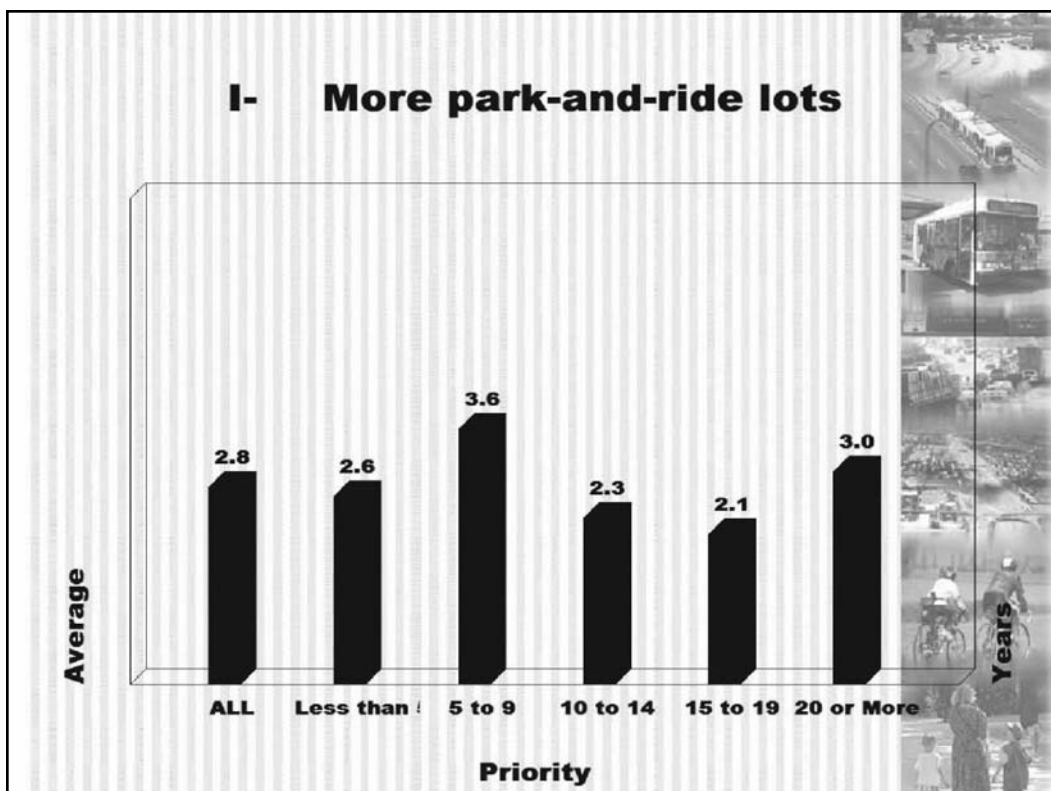
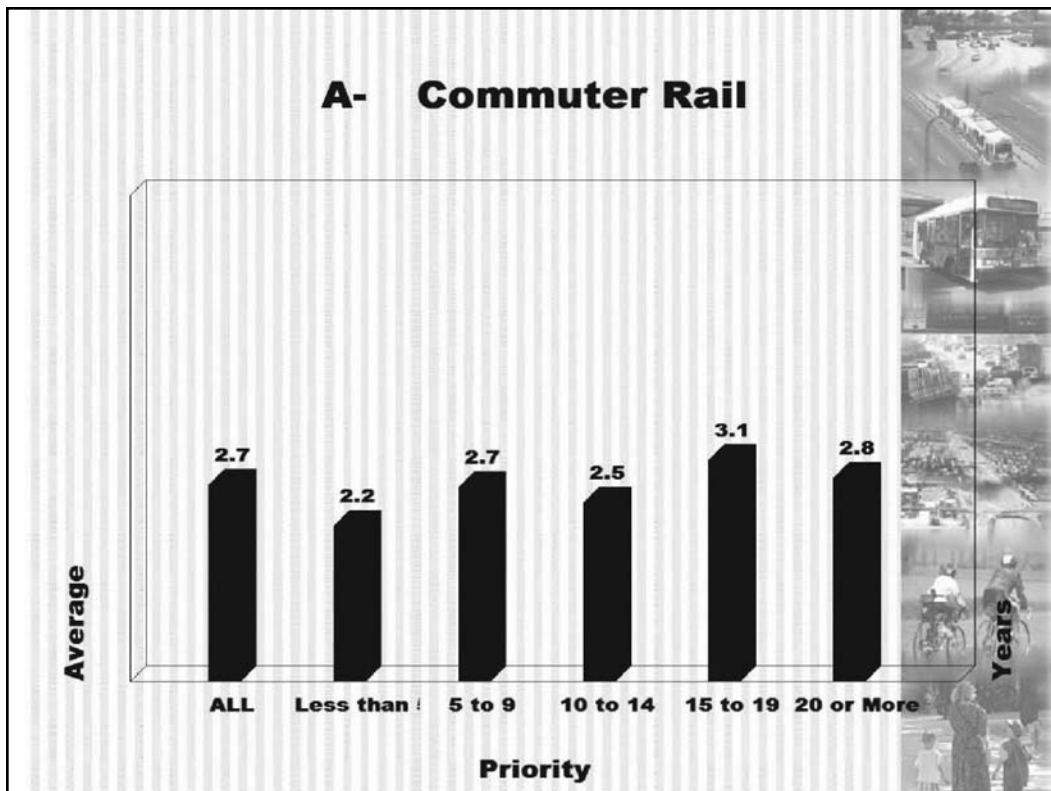


or use

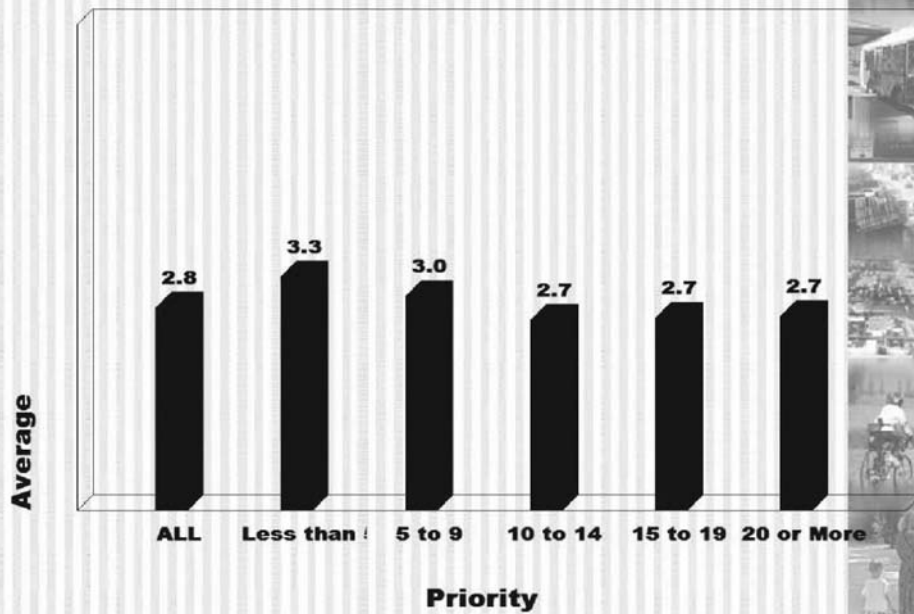
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re

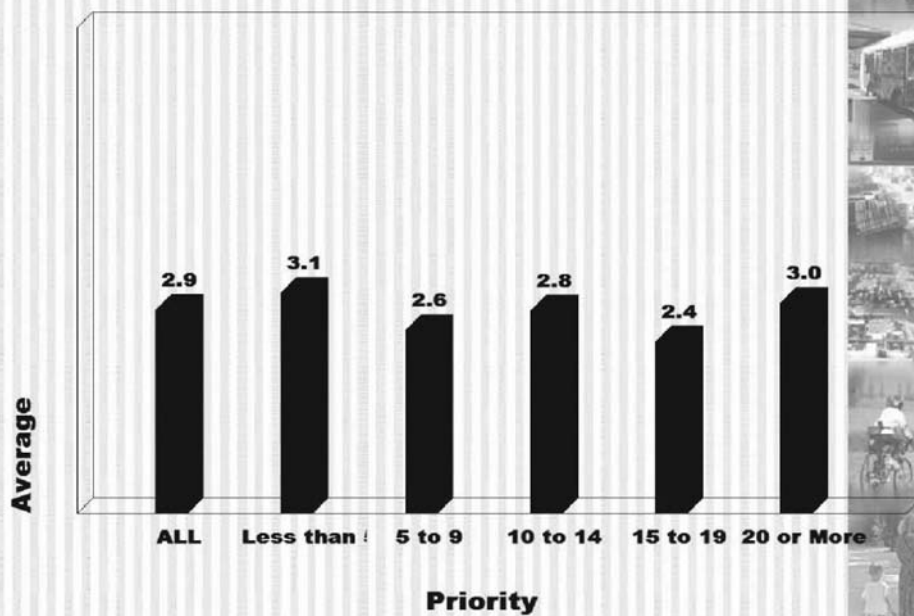


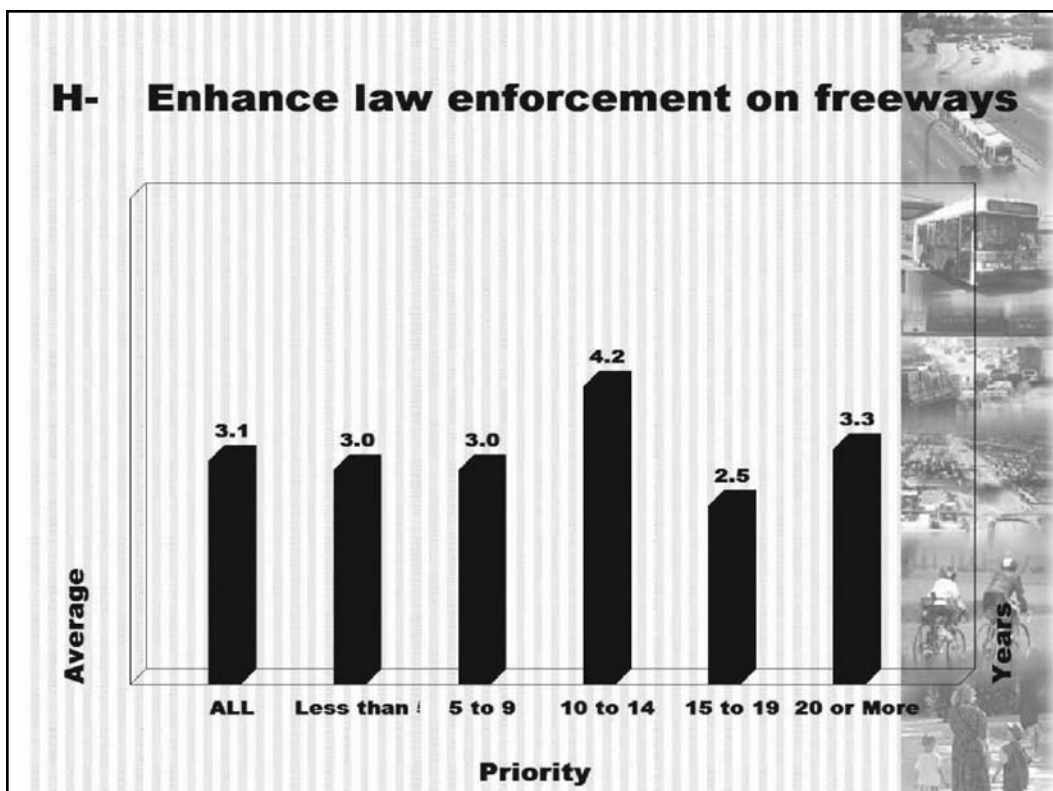
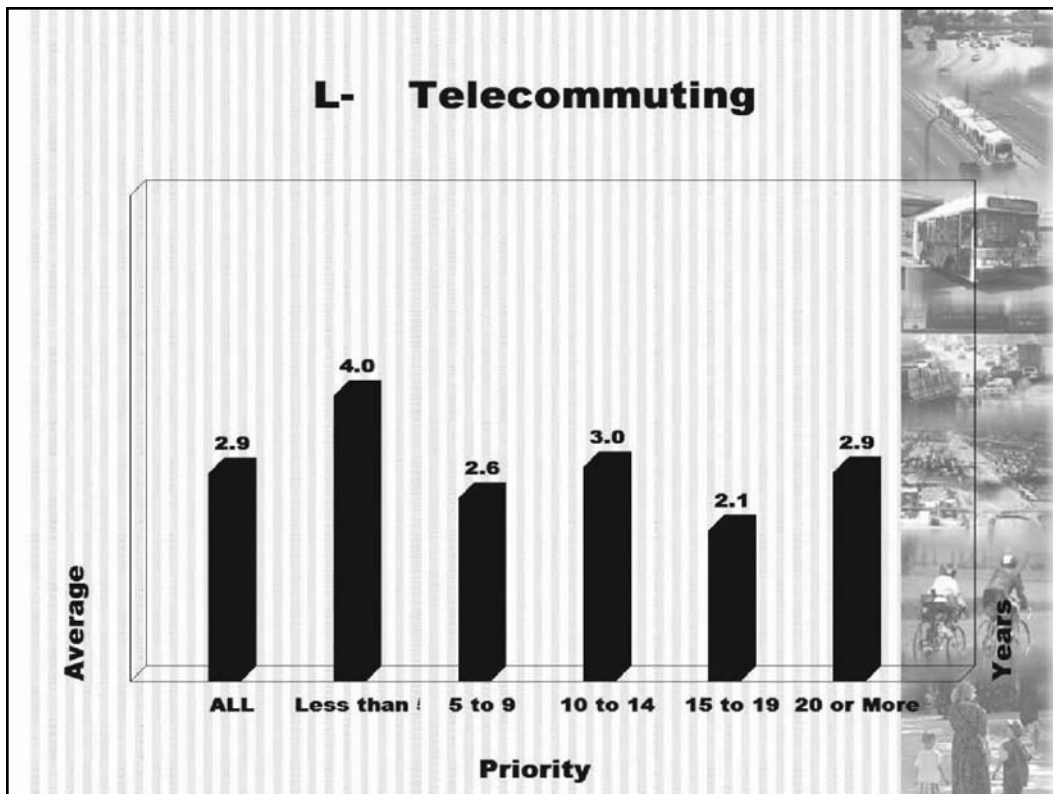


F- Smaller more flexible transit

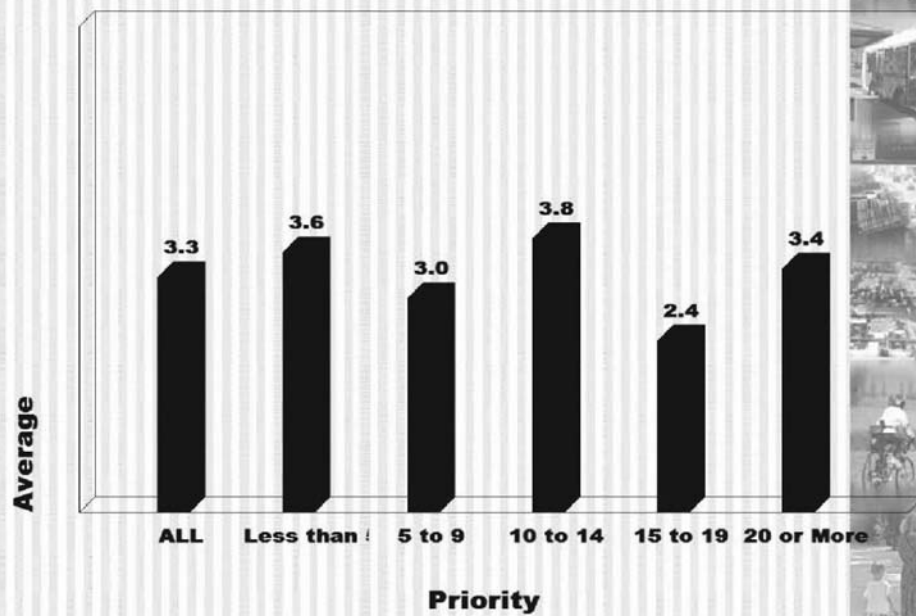


Q- More buses

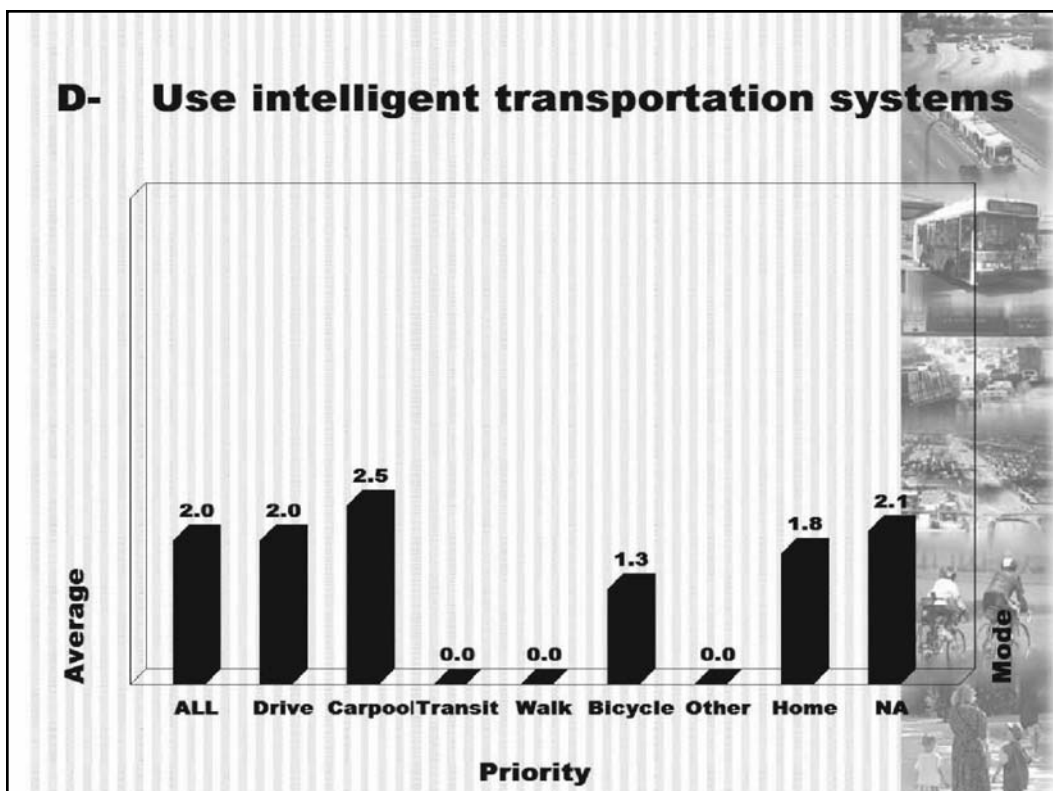
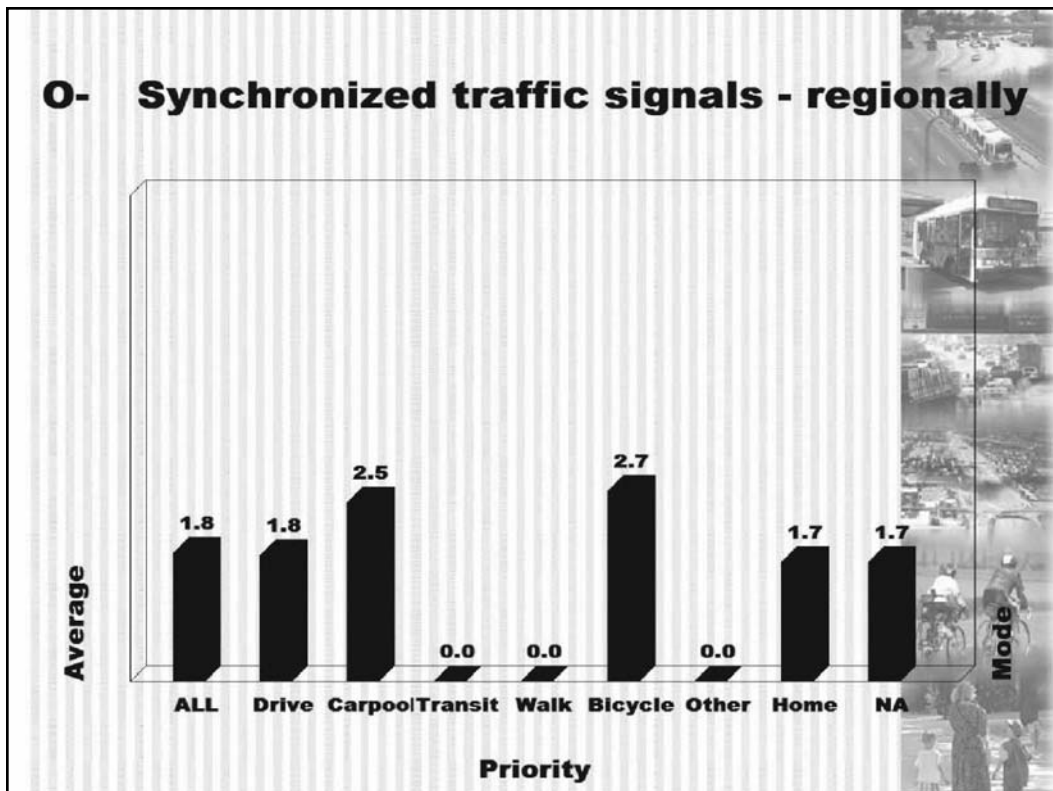




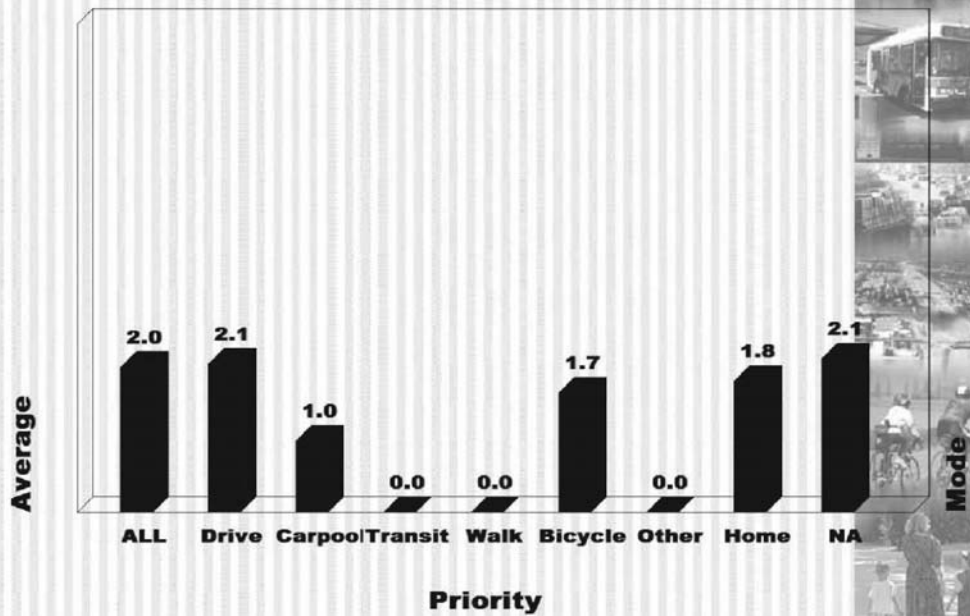
E- Create a truck bypass



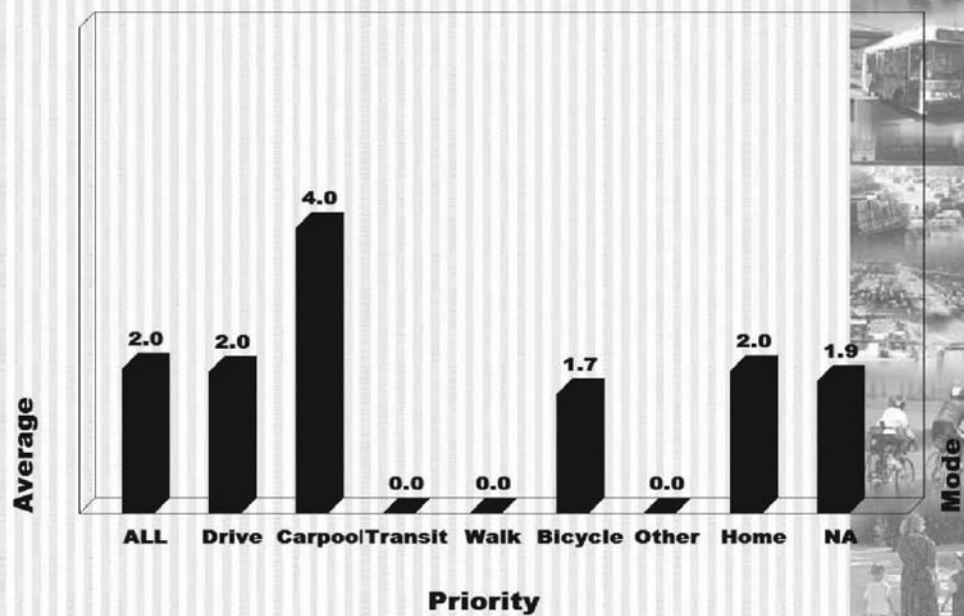
Average Response by Mode of Transportation

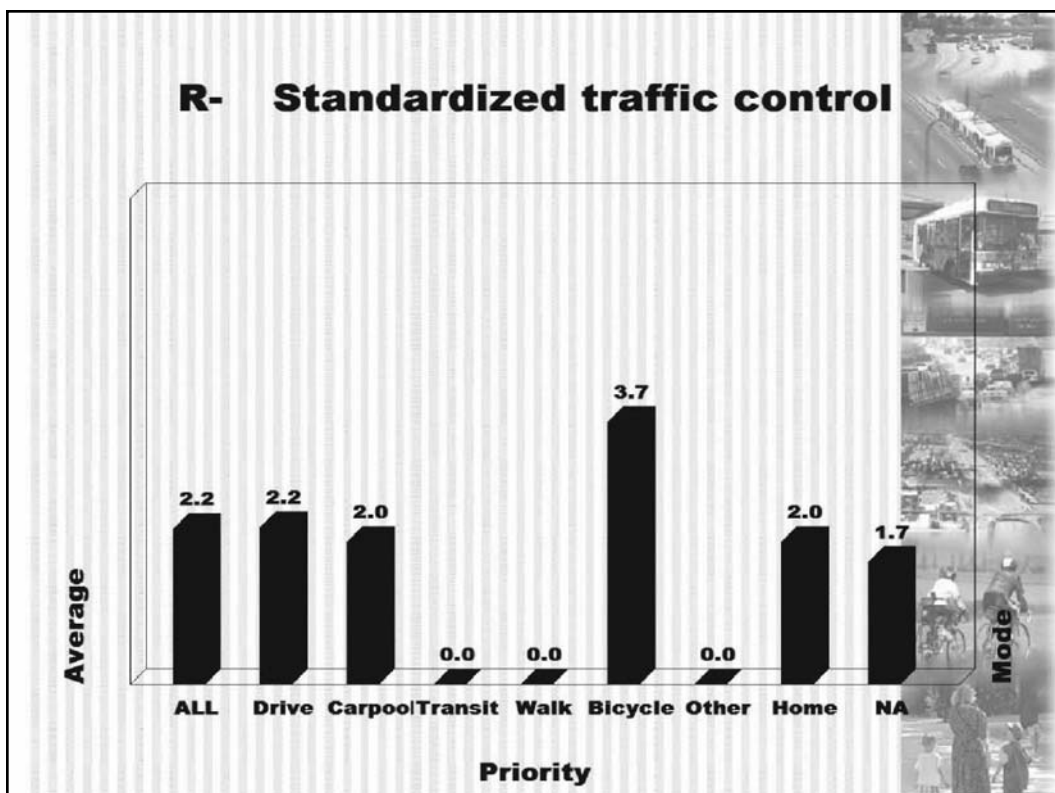
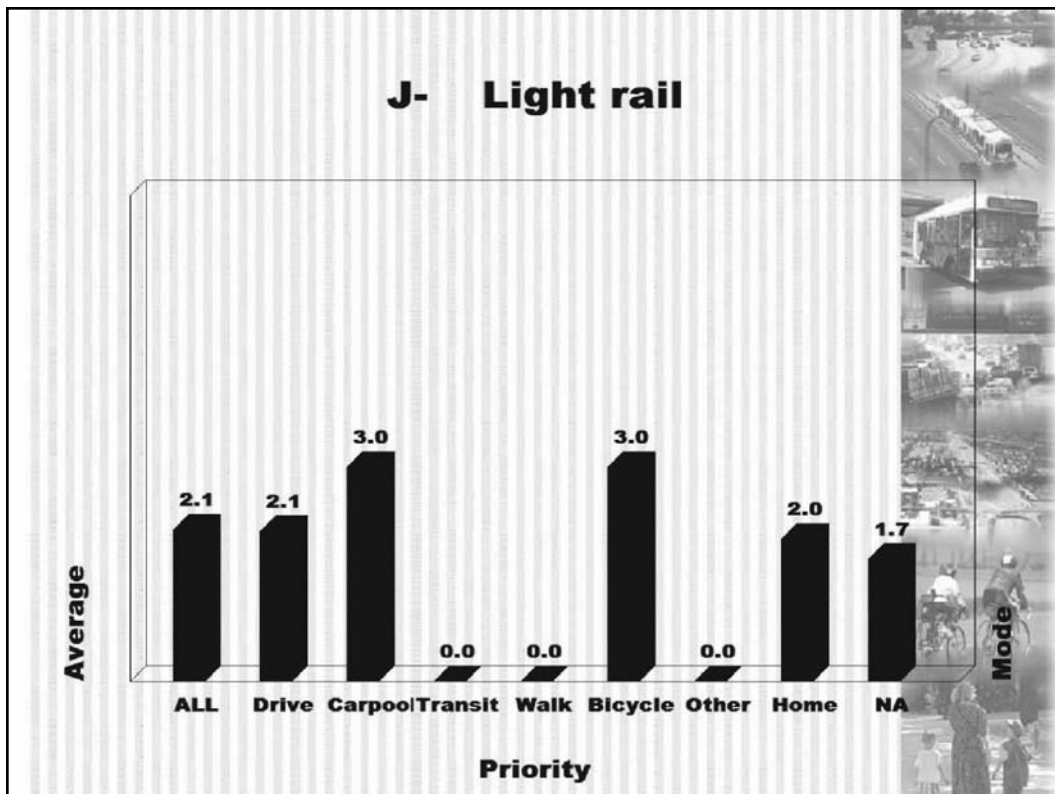


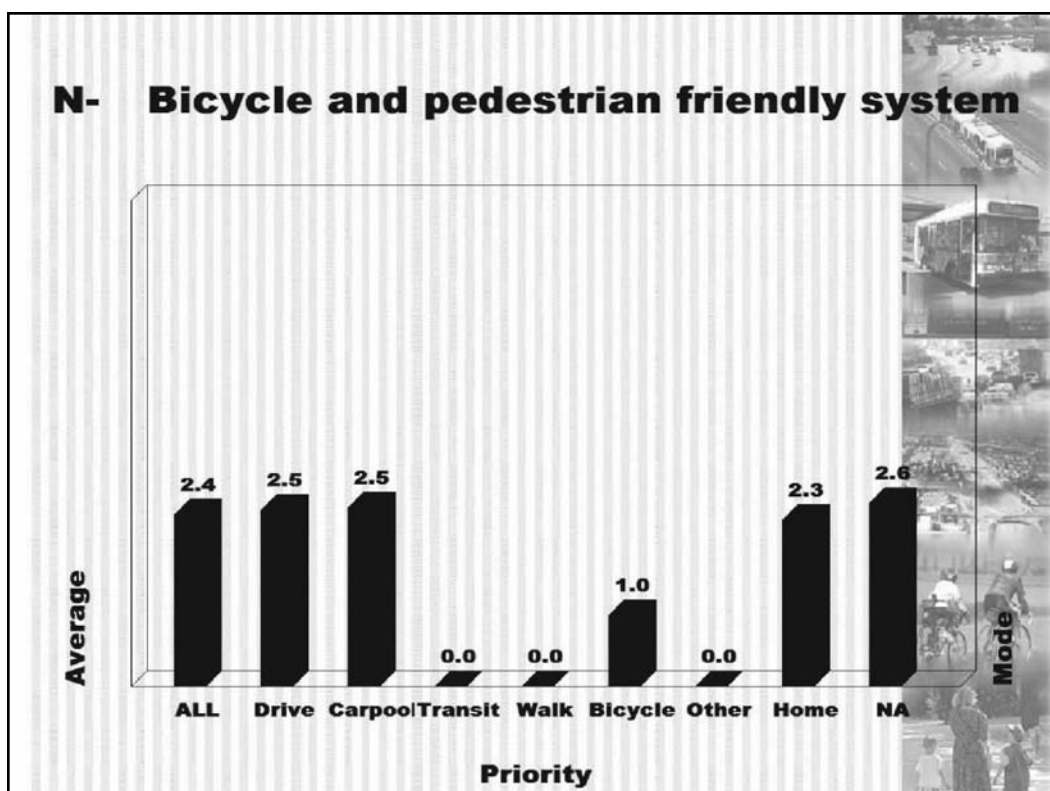
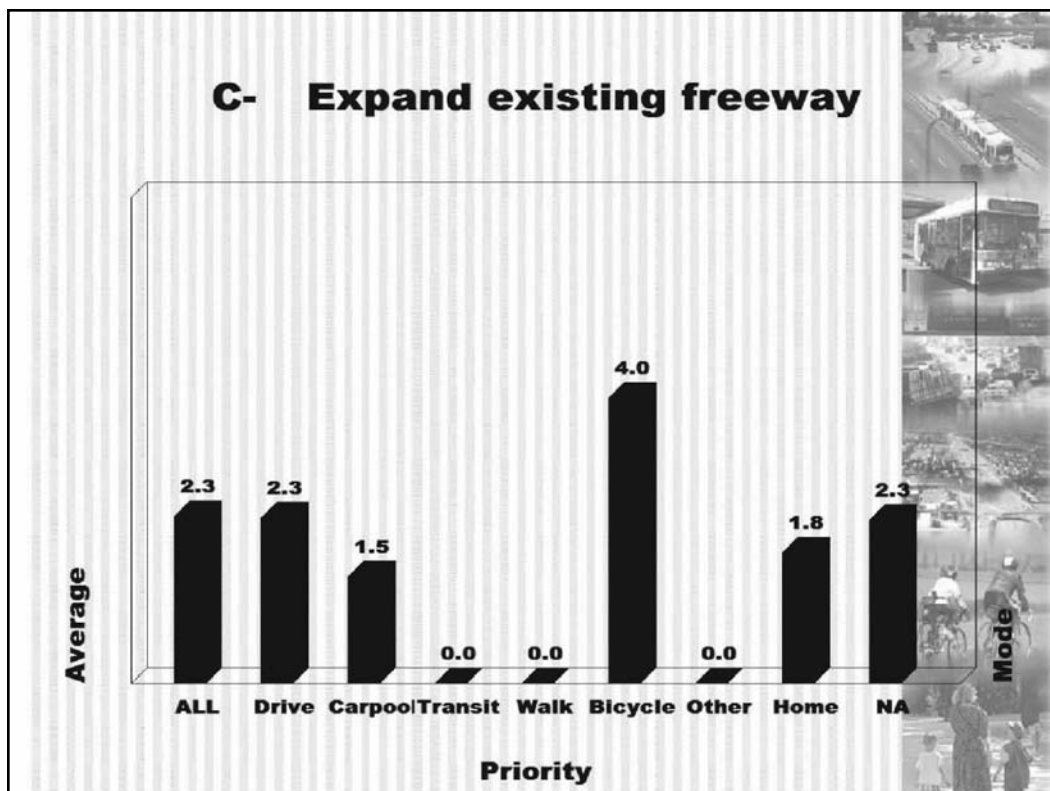
G- Complete arterial network and expand regional roads of significance



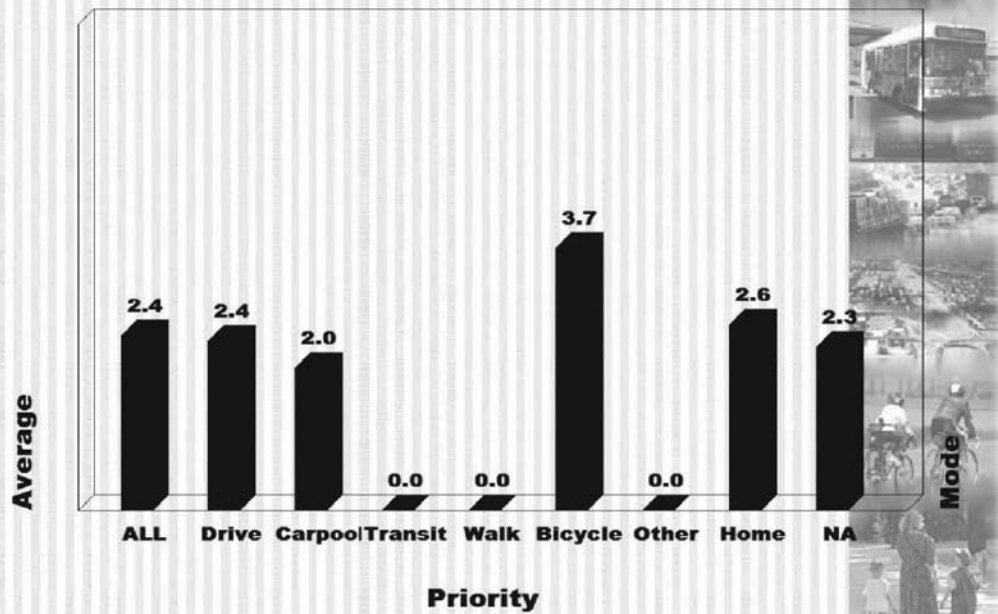
B- High Capacity Transit



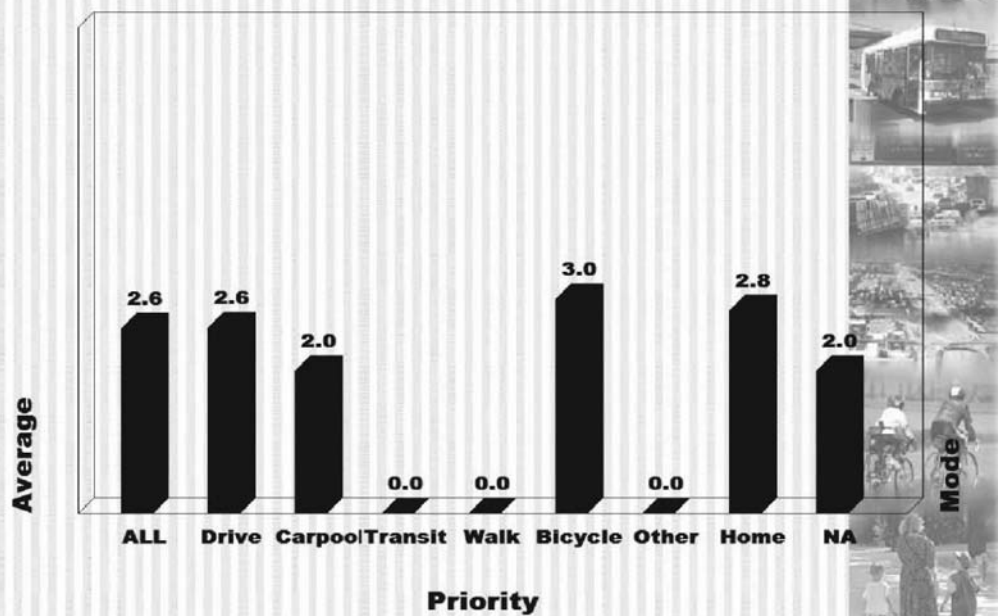


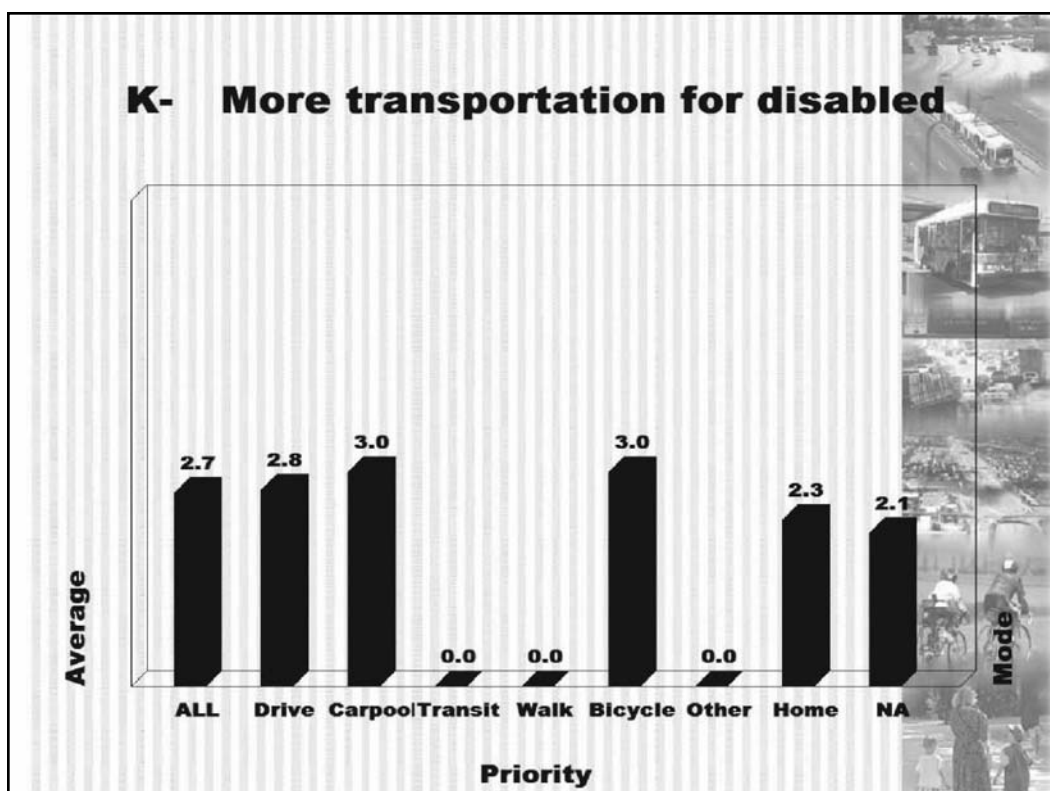
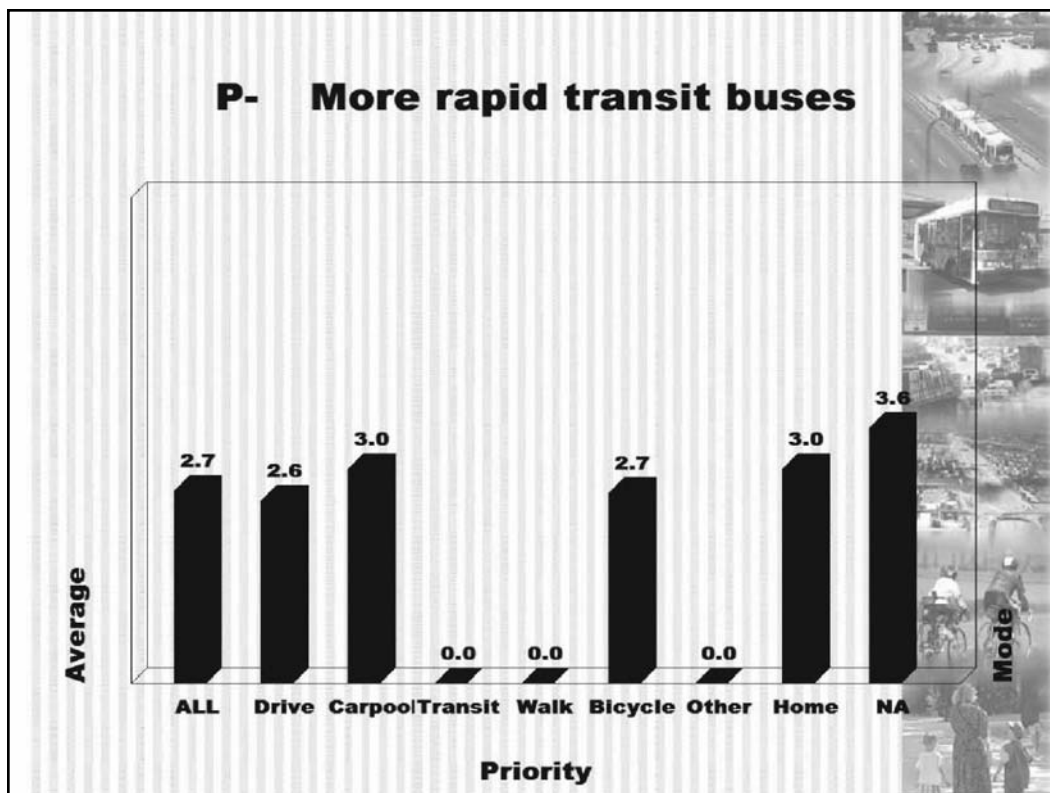


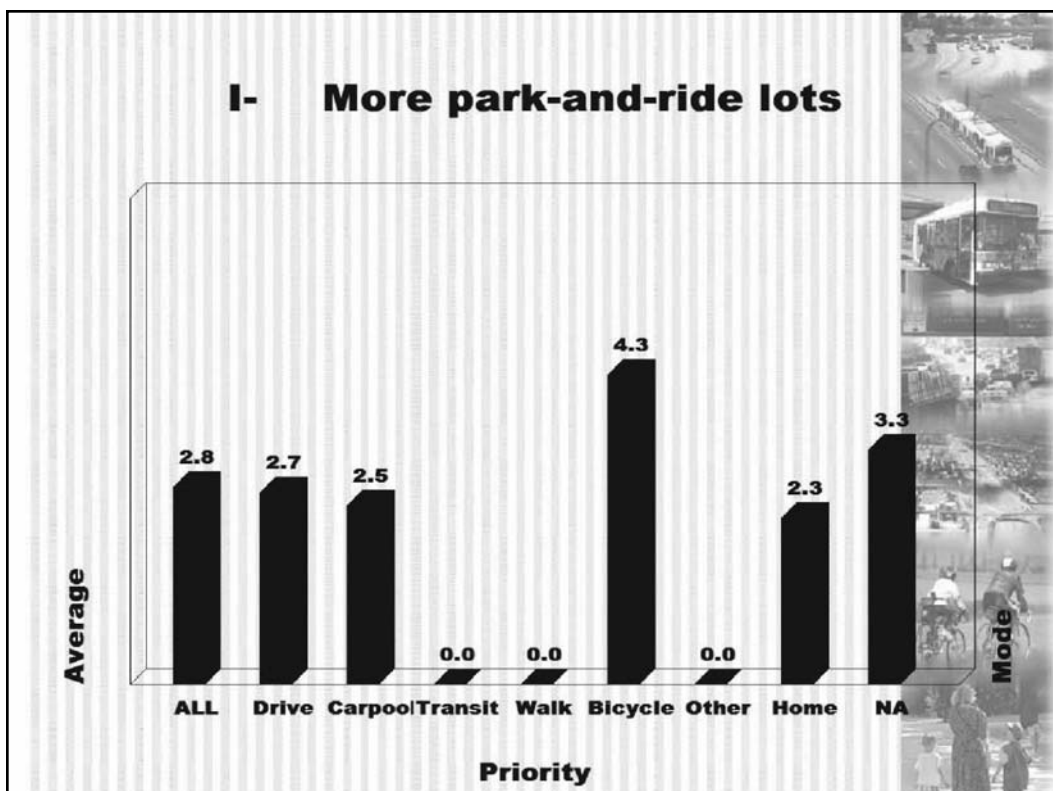
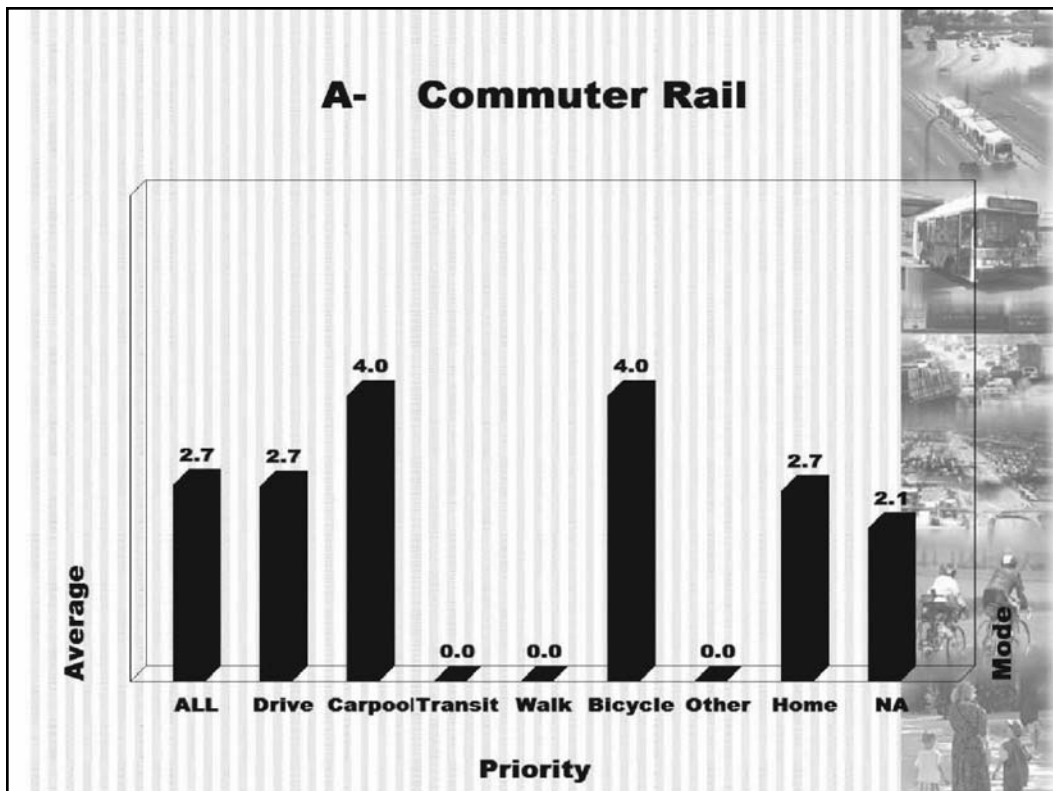
M- More HOV lanes and incentives for use

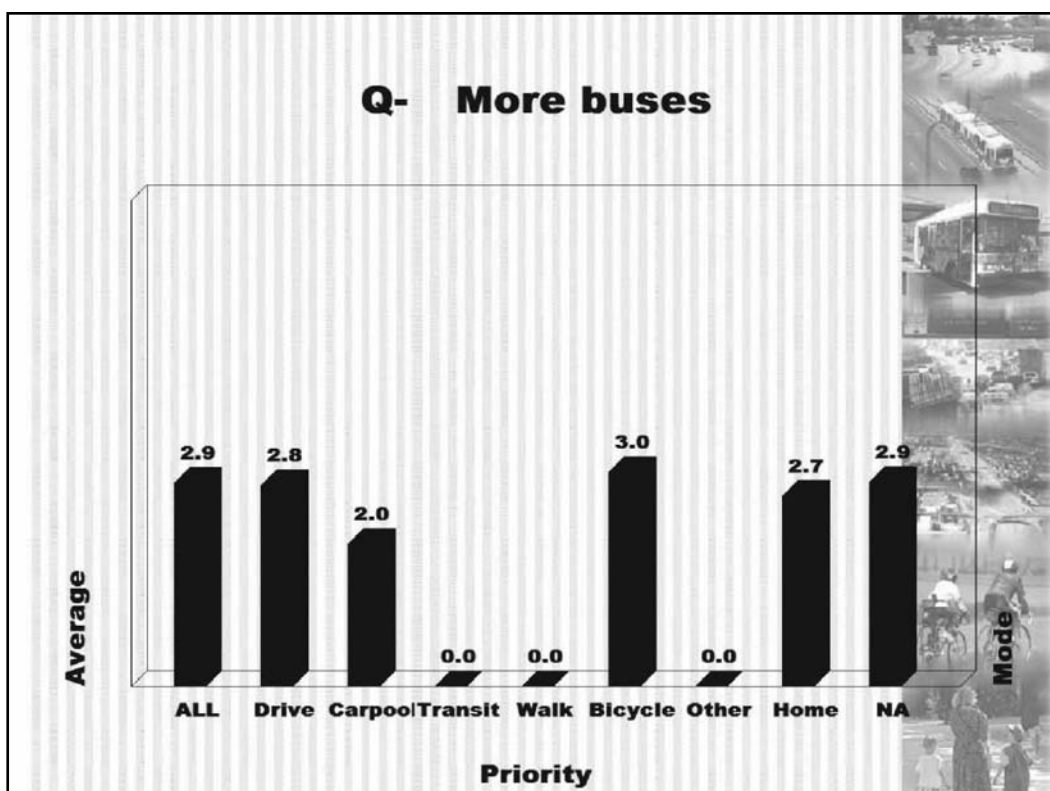
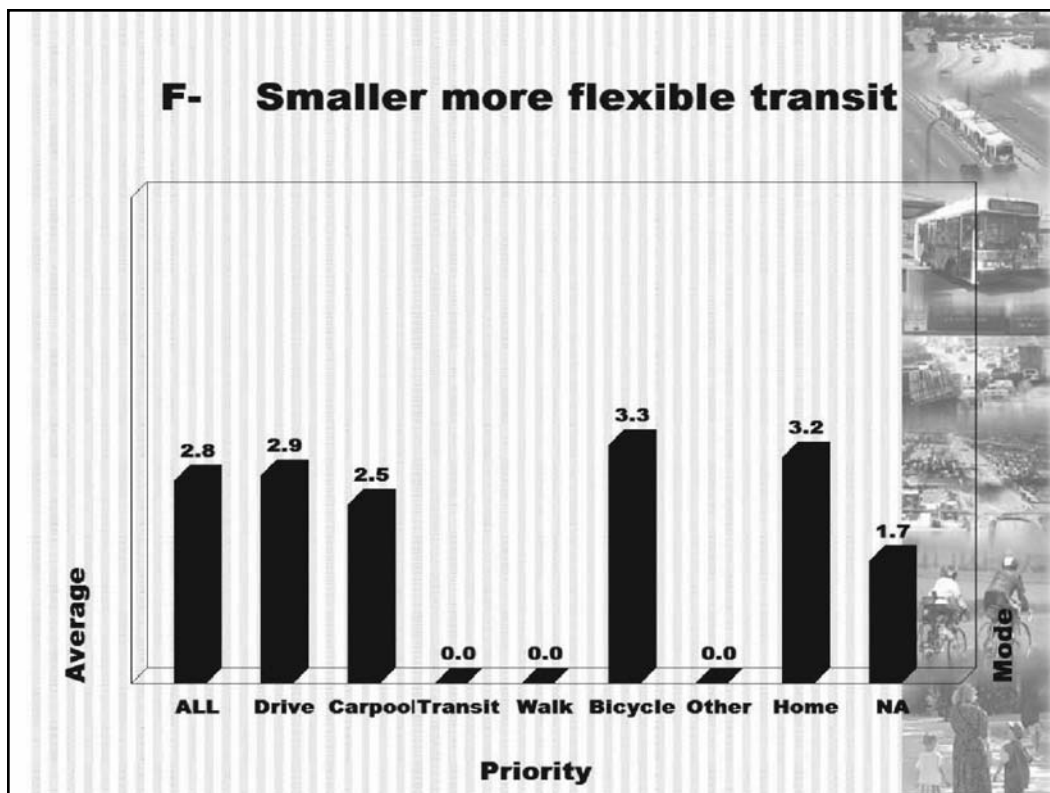


S- Carpooling

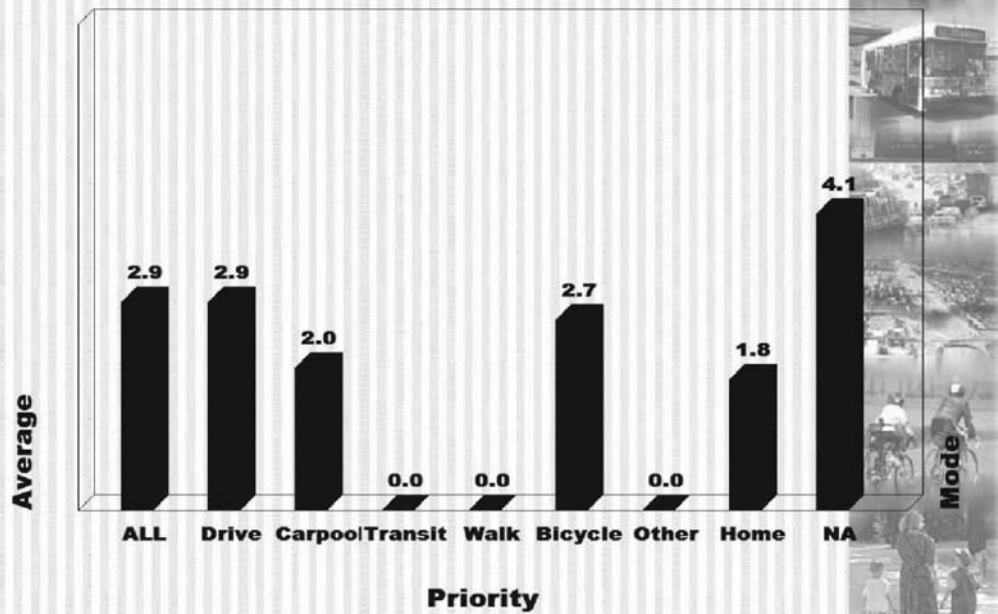




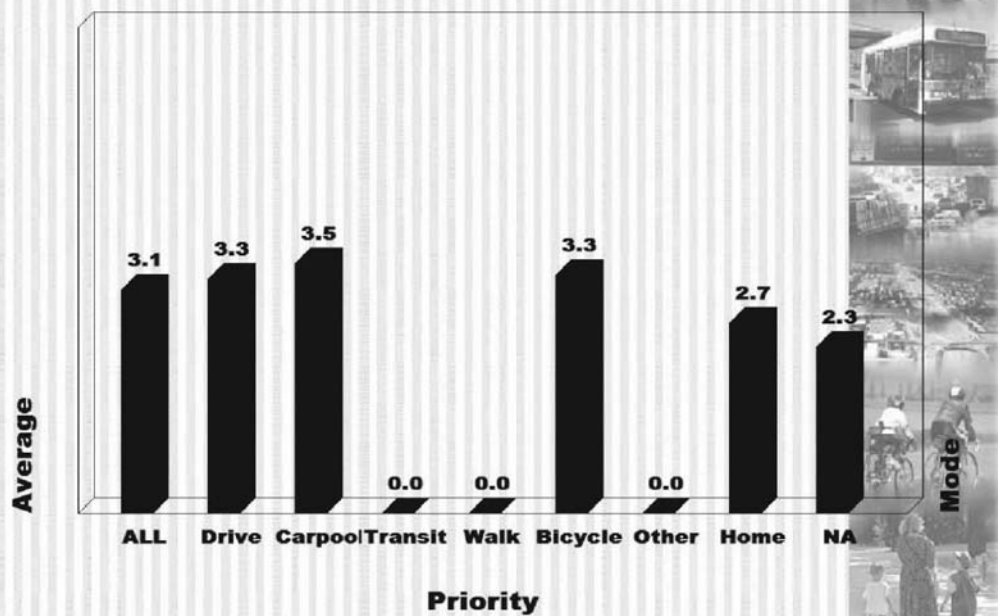




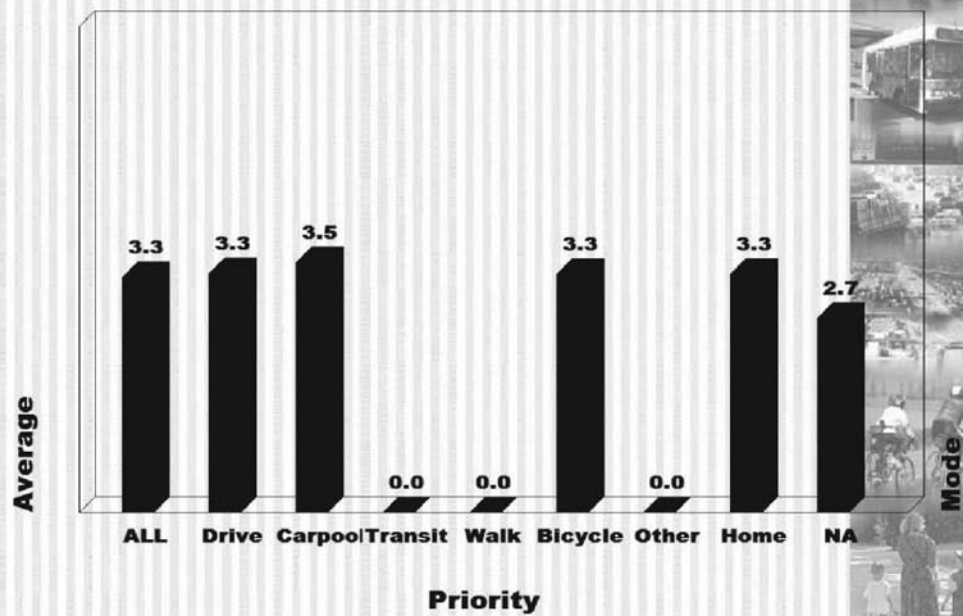
L- Telecommuting



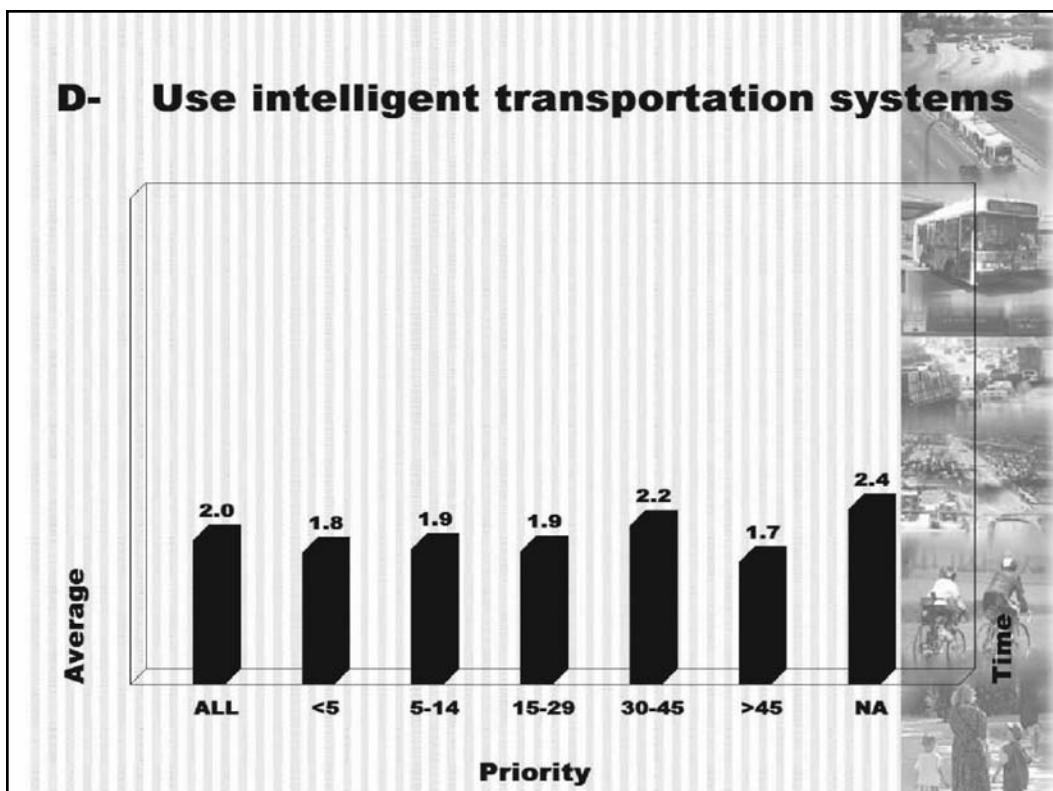
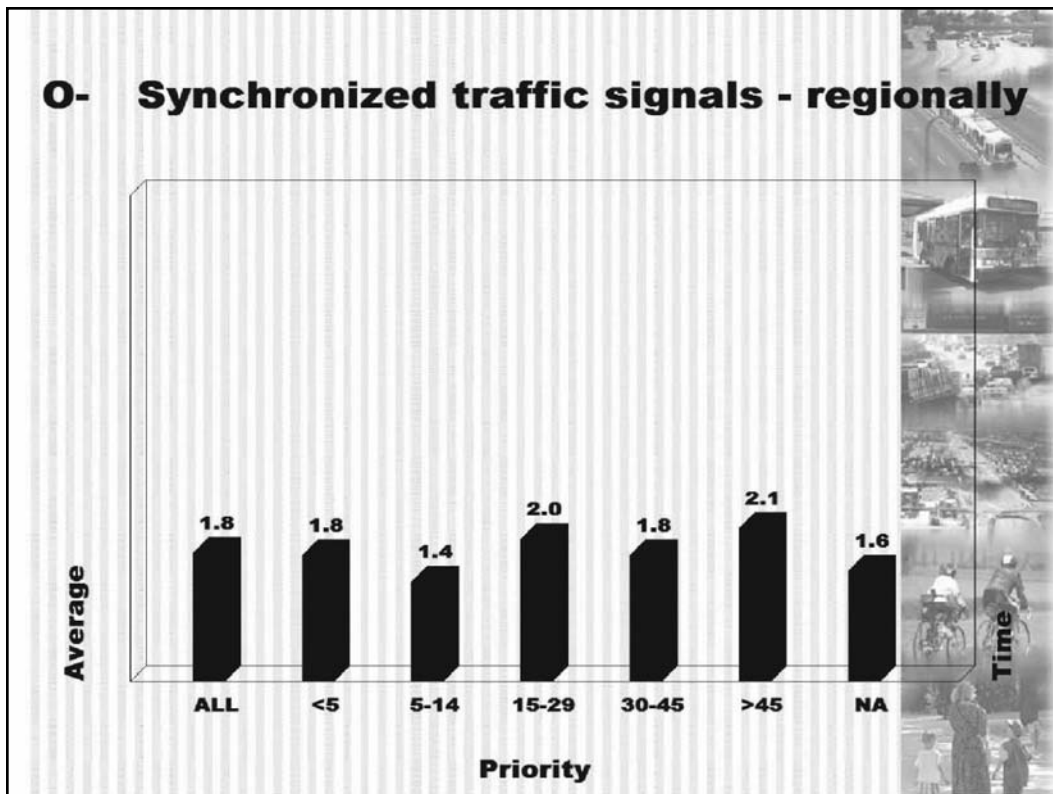
H- Enhance law enforcement on freeways



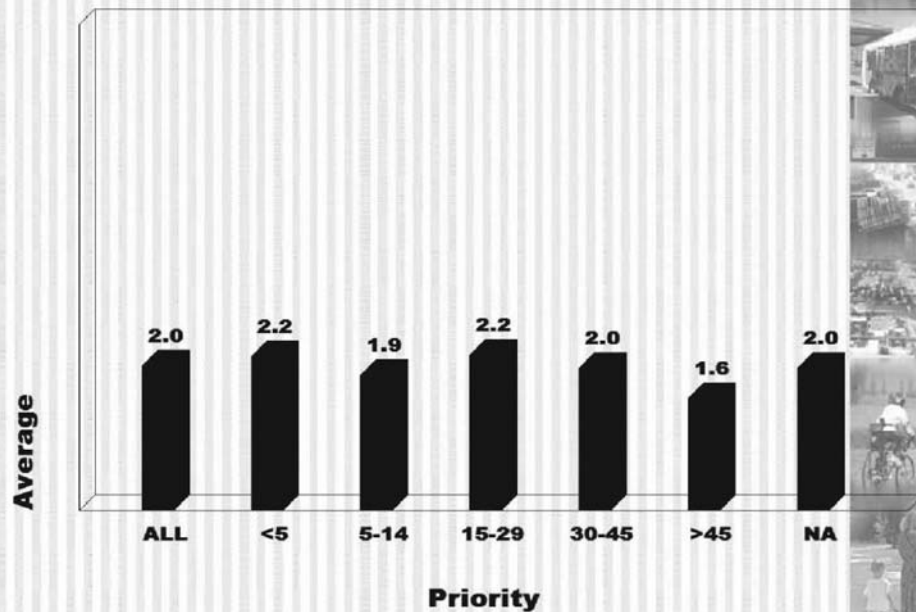
E- Create a truck bypass



Average Response by Commute Time

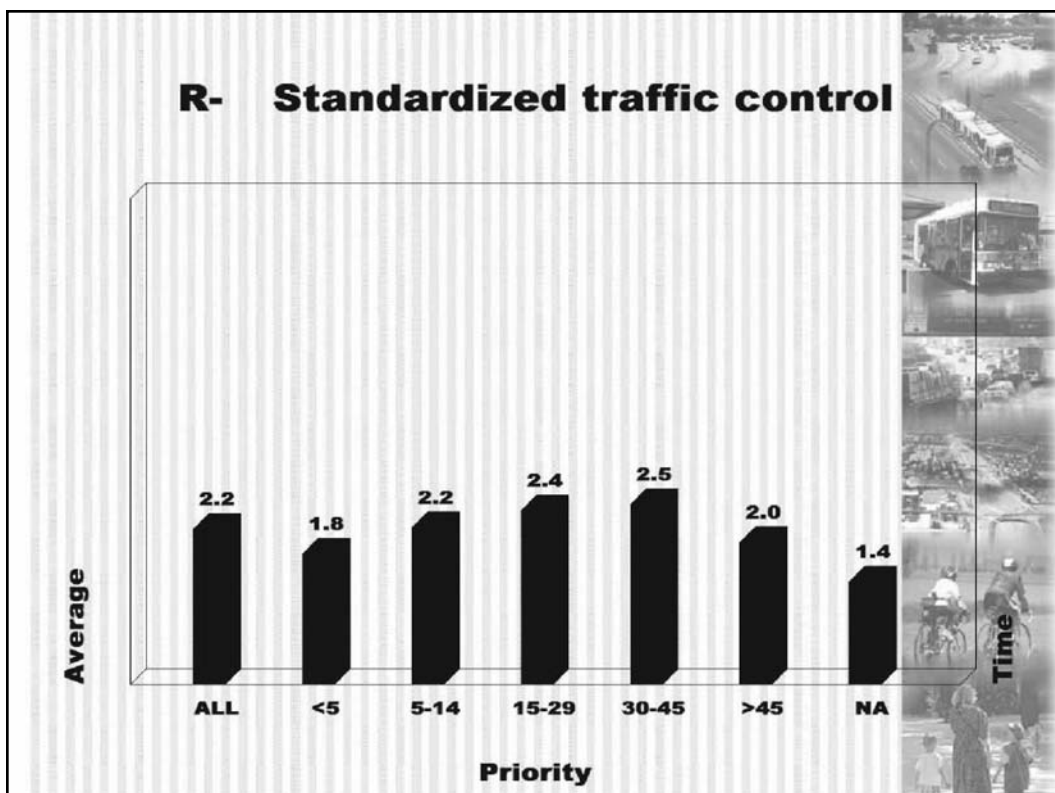
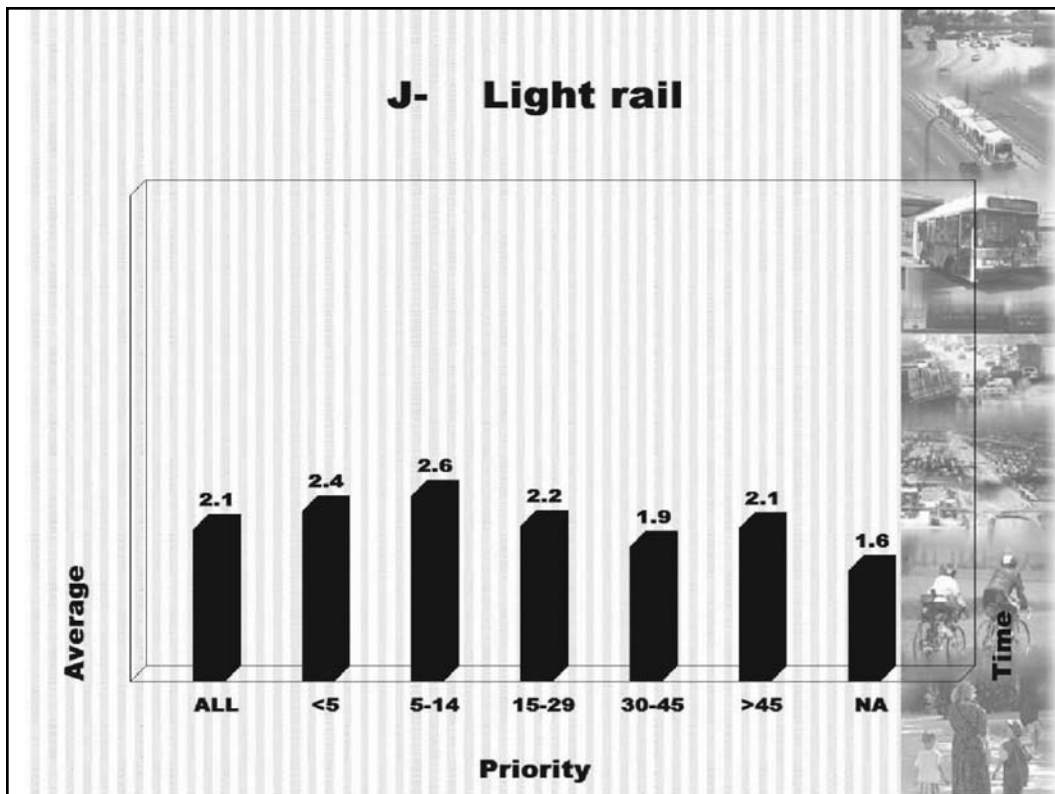


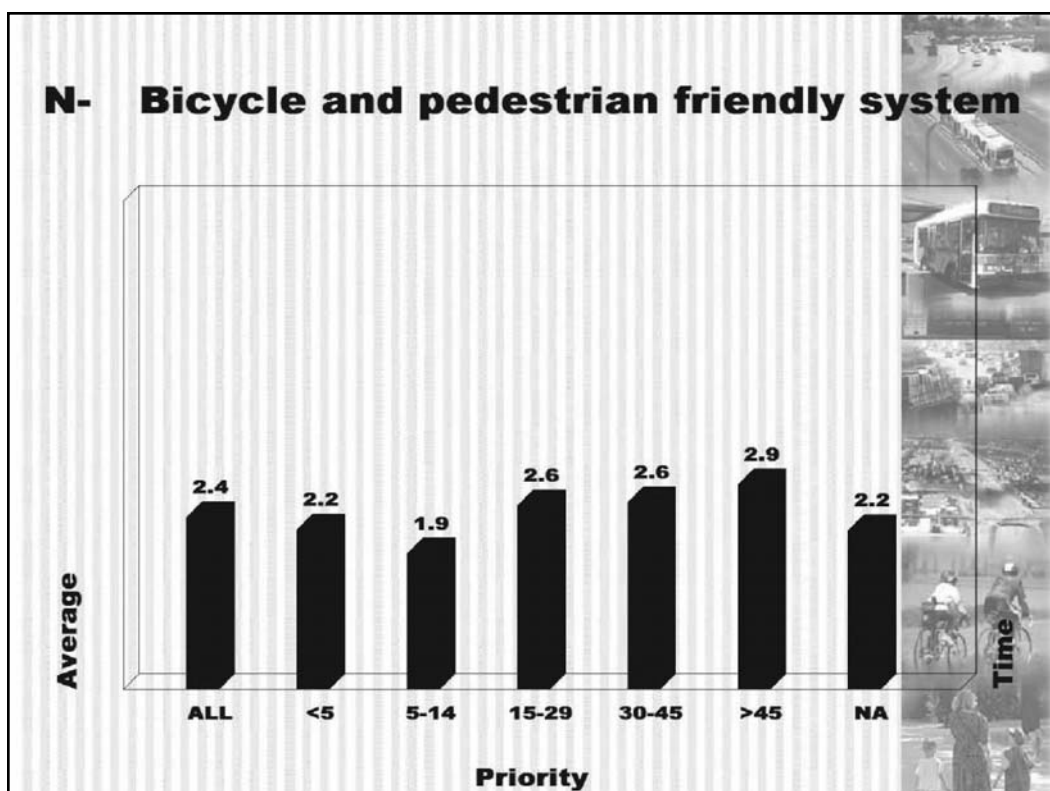
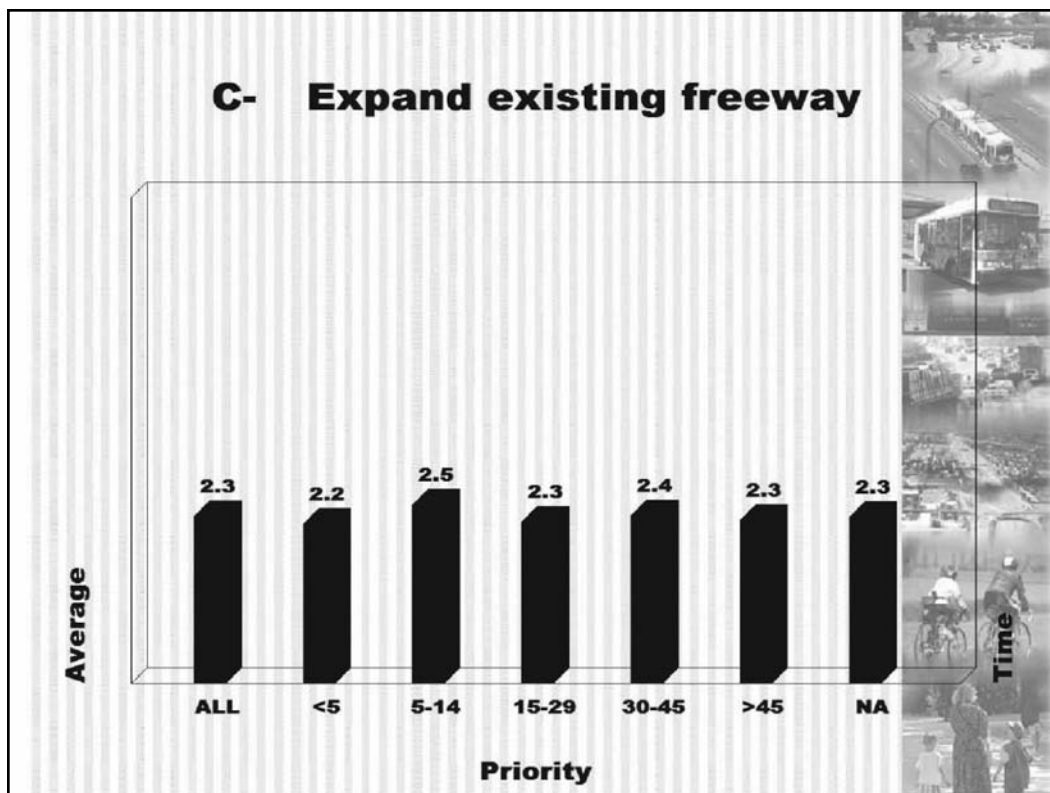
G- Complete arterial network and expand regional roads of significance



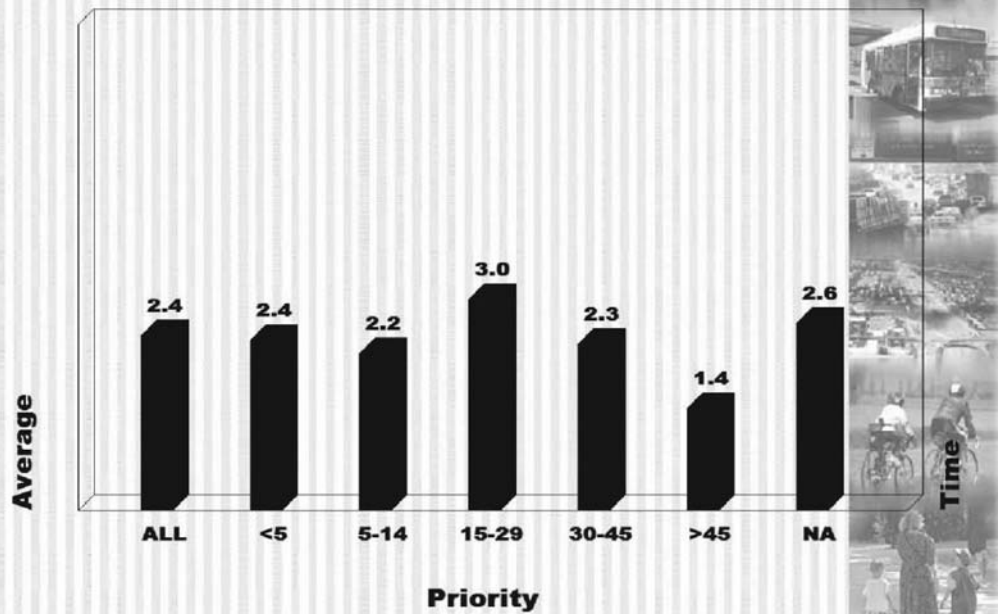
B- High Capacity Transit



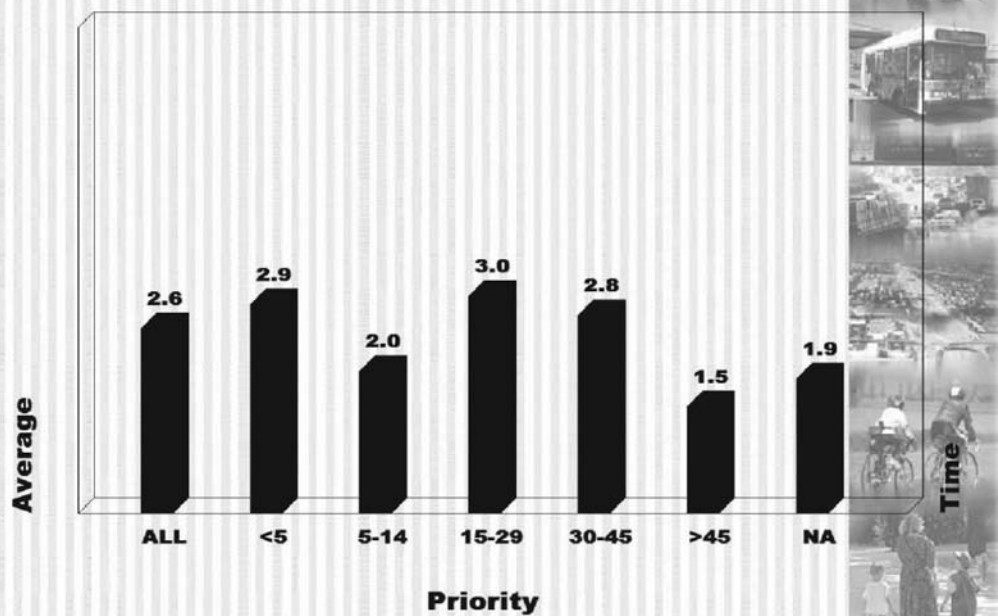


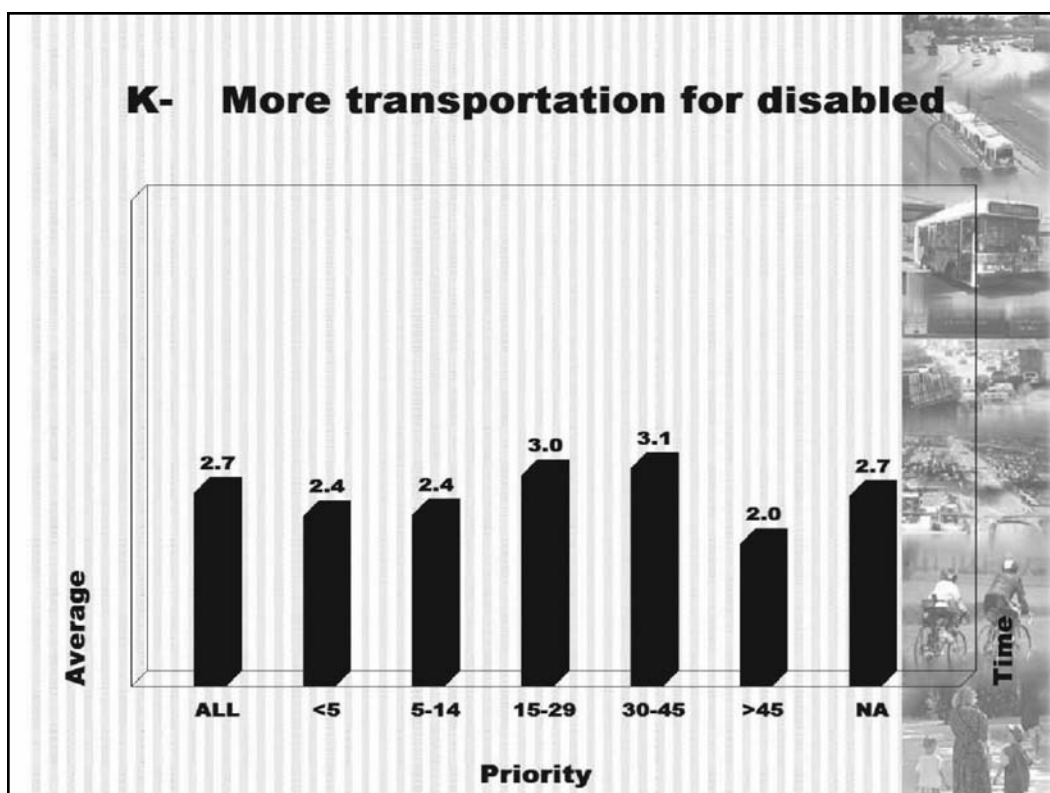
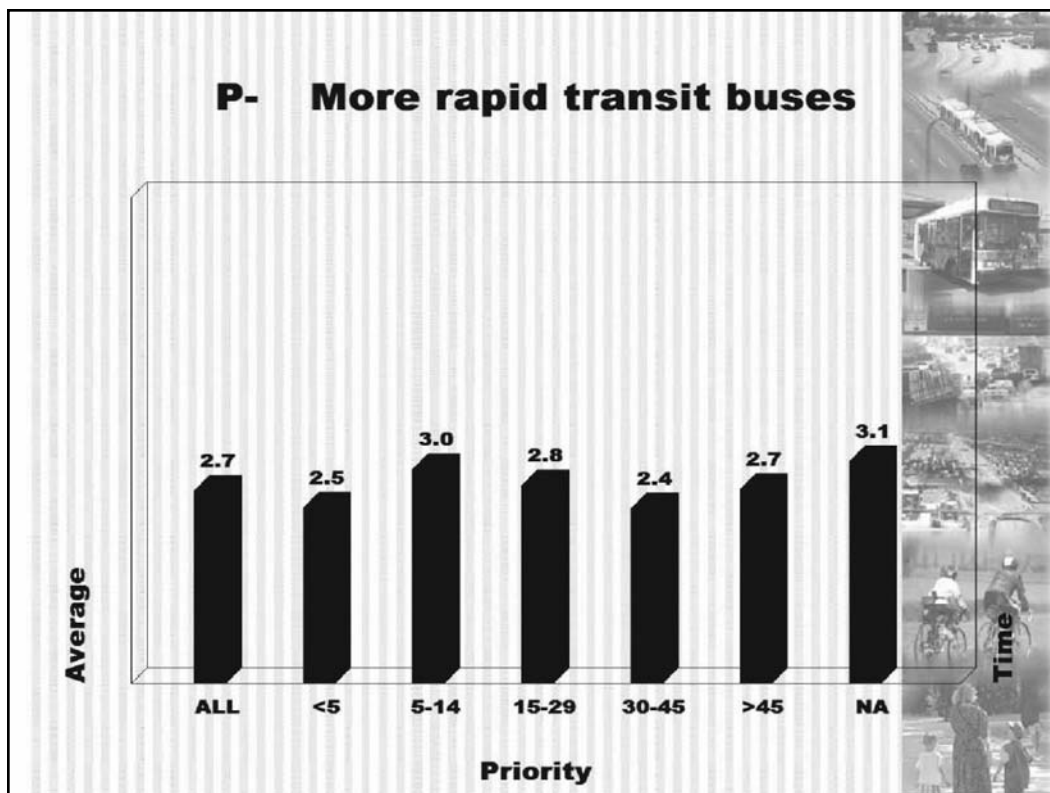


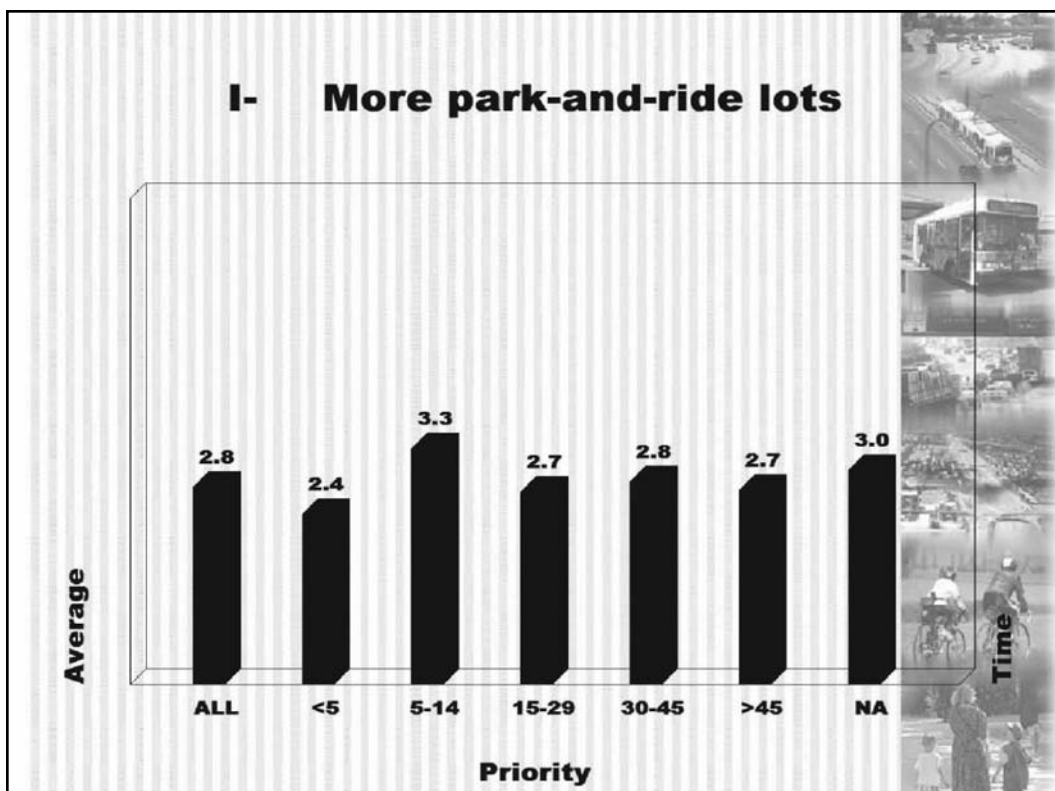
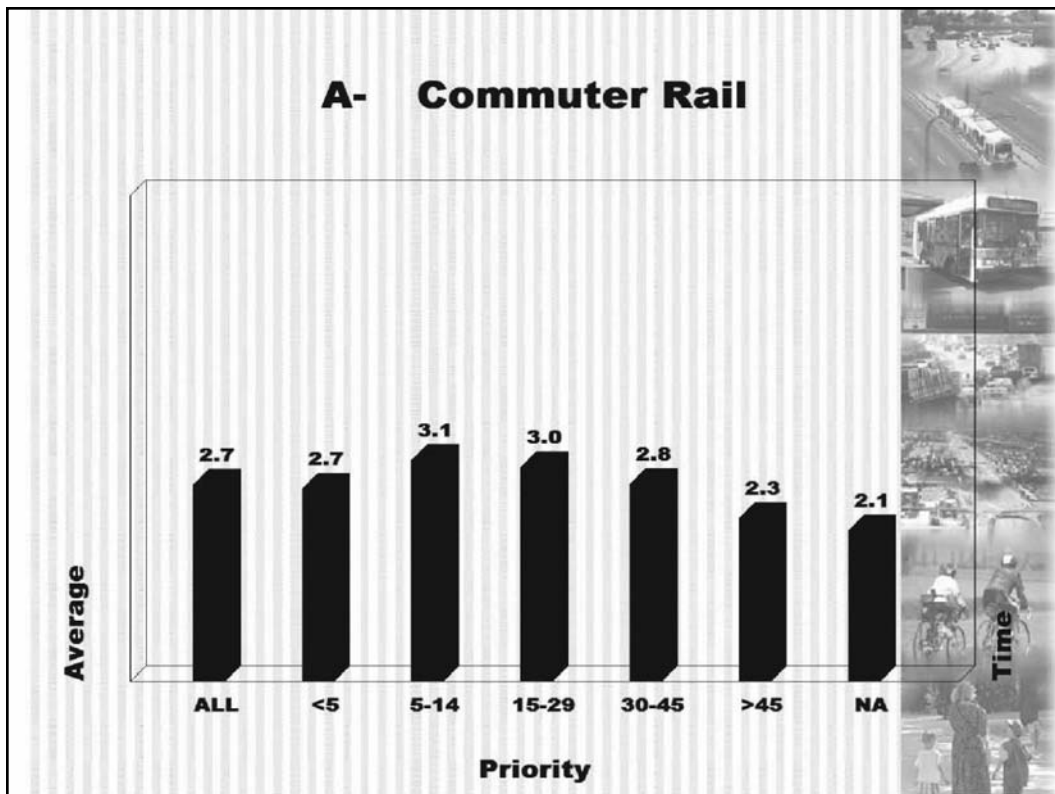
M- More HOV lanes and incentives for use

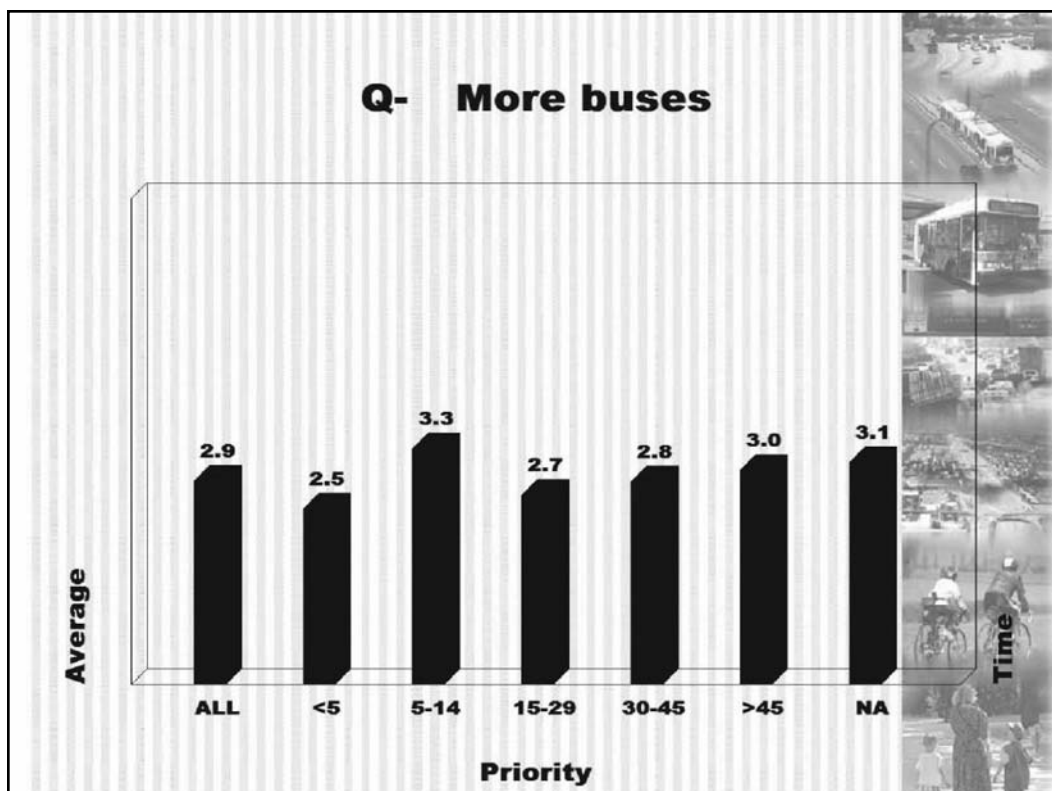
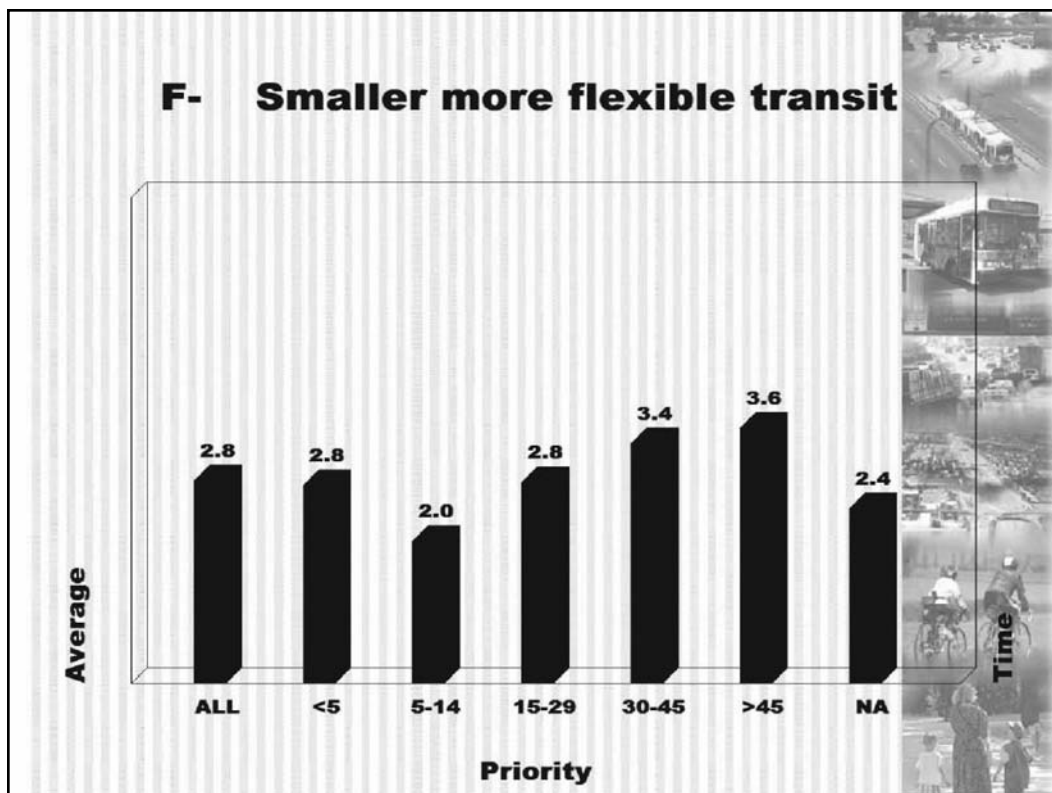


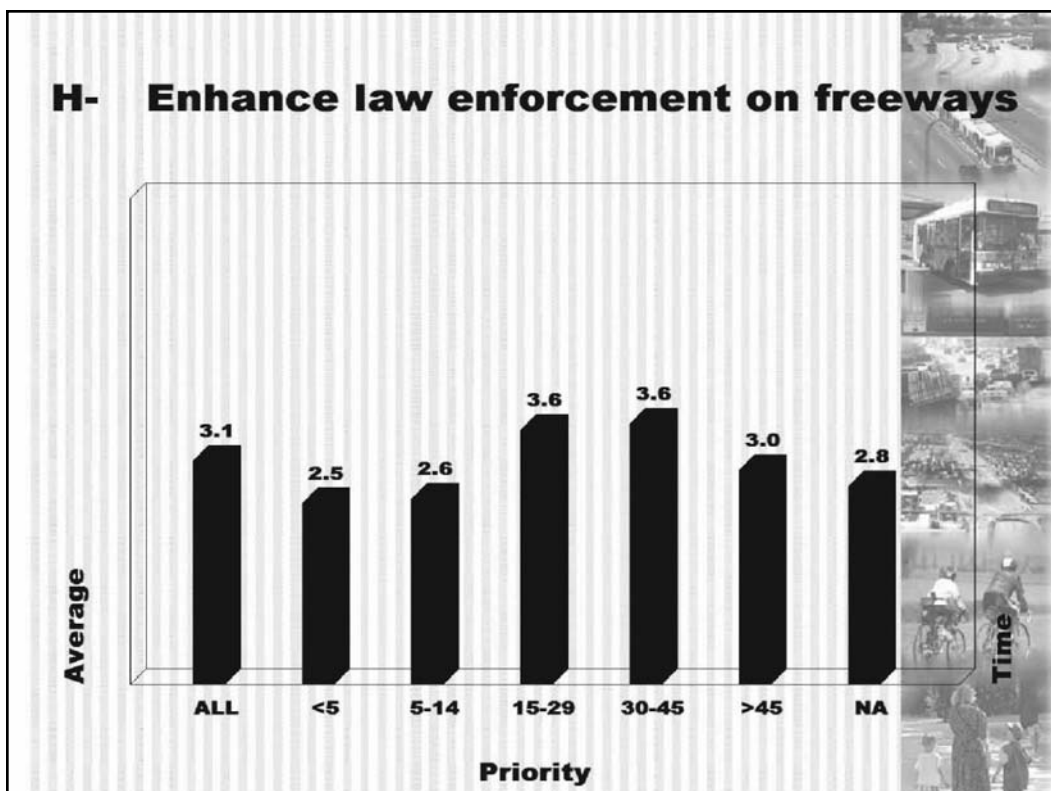
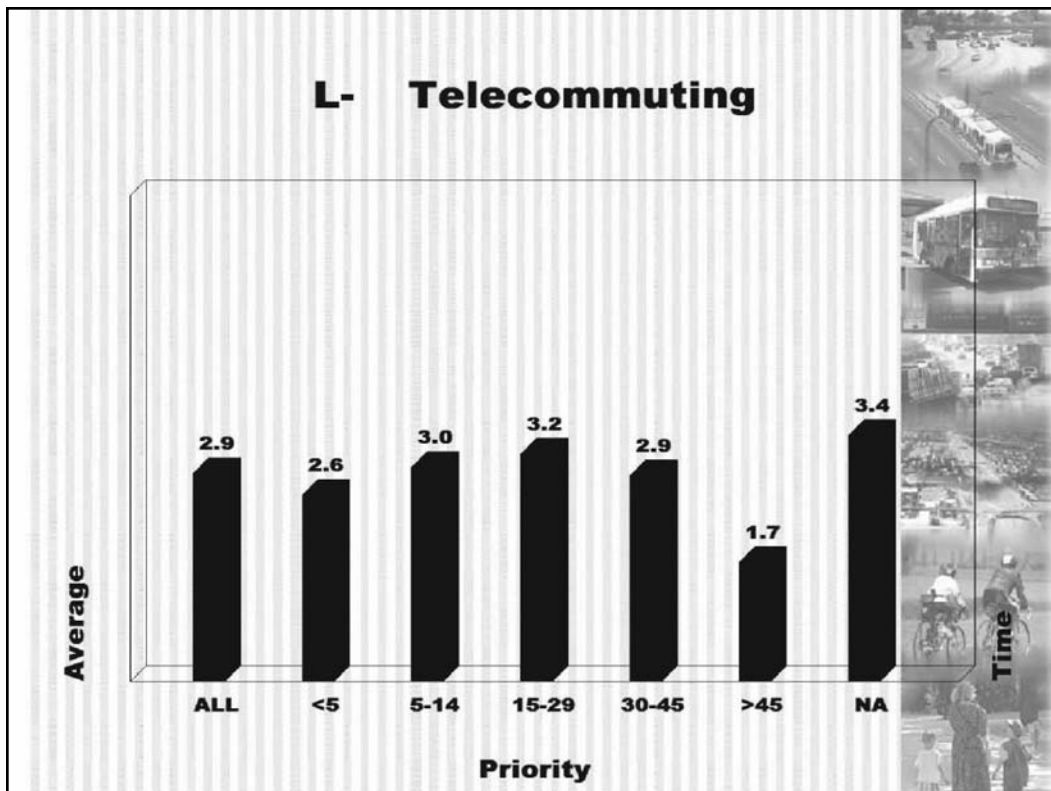
S- Carpooling



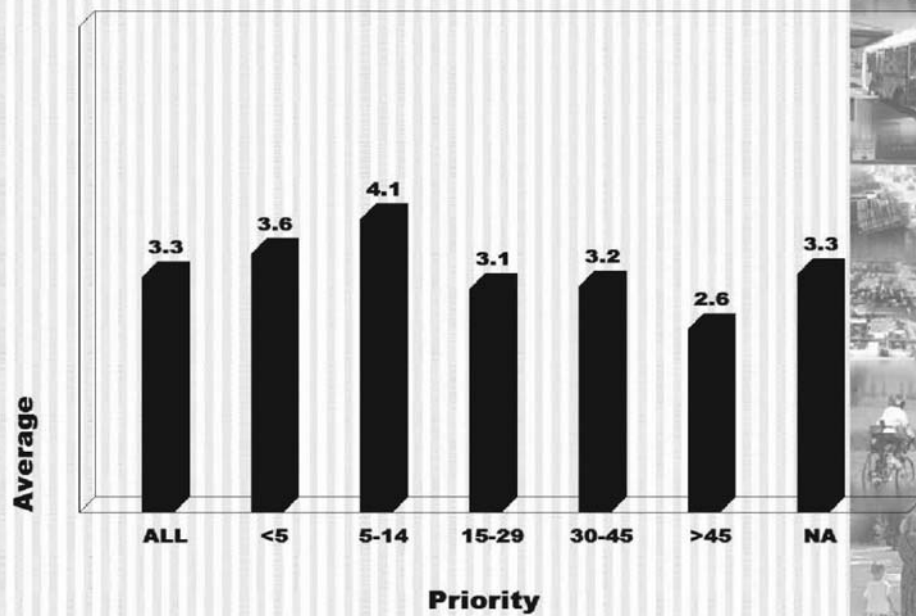




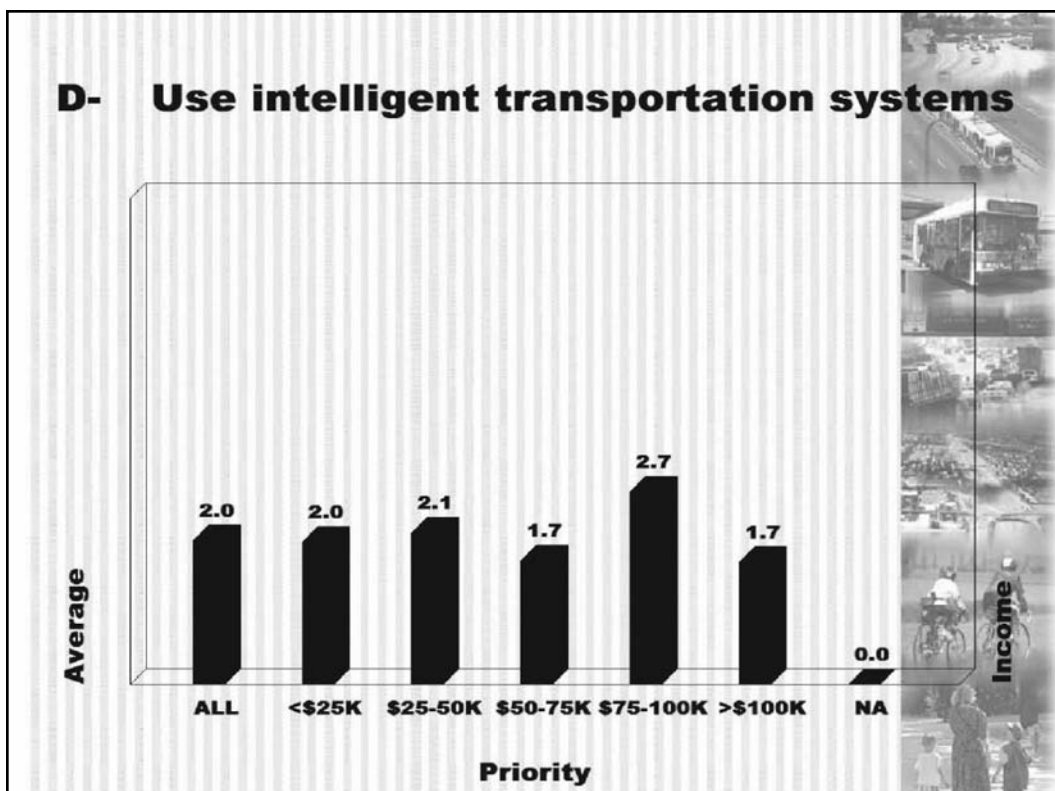
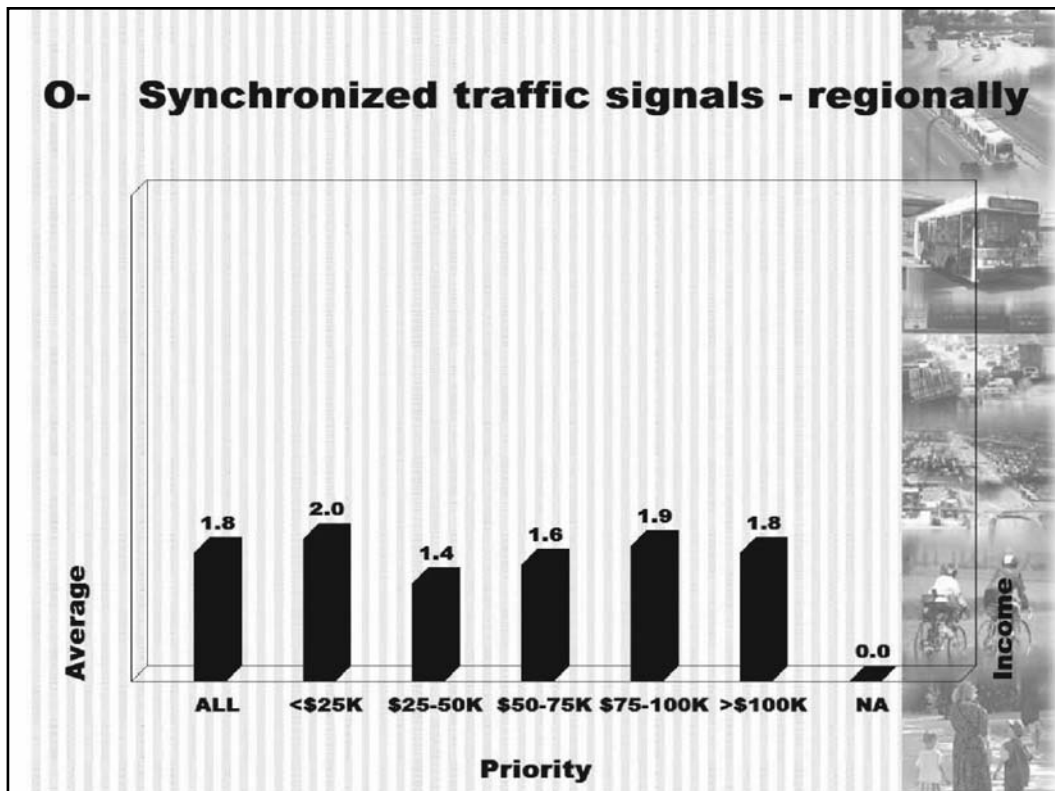




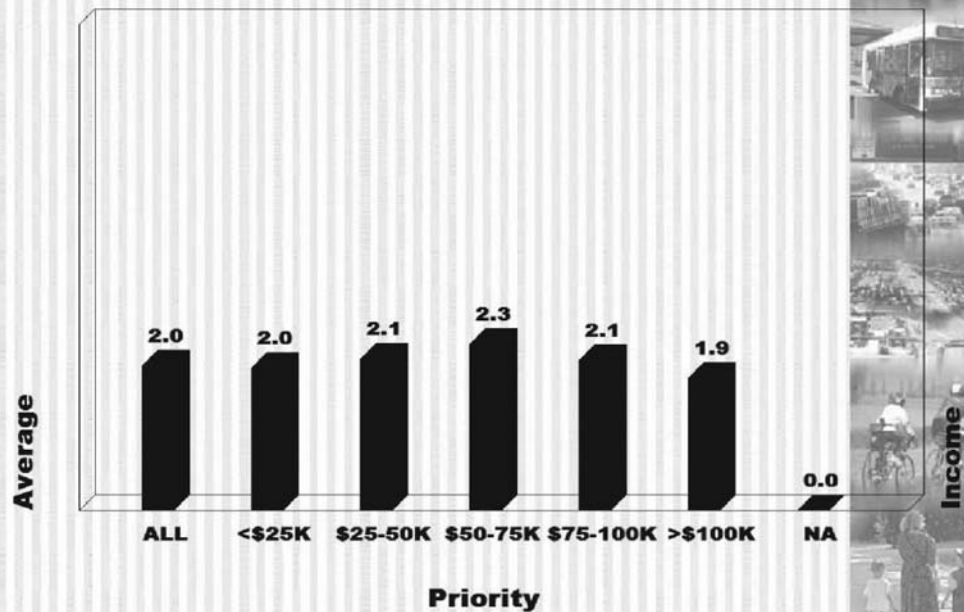
E- Create a truck bypass



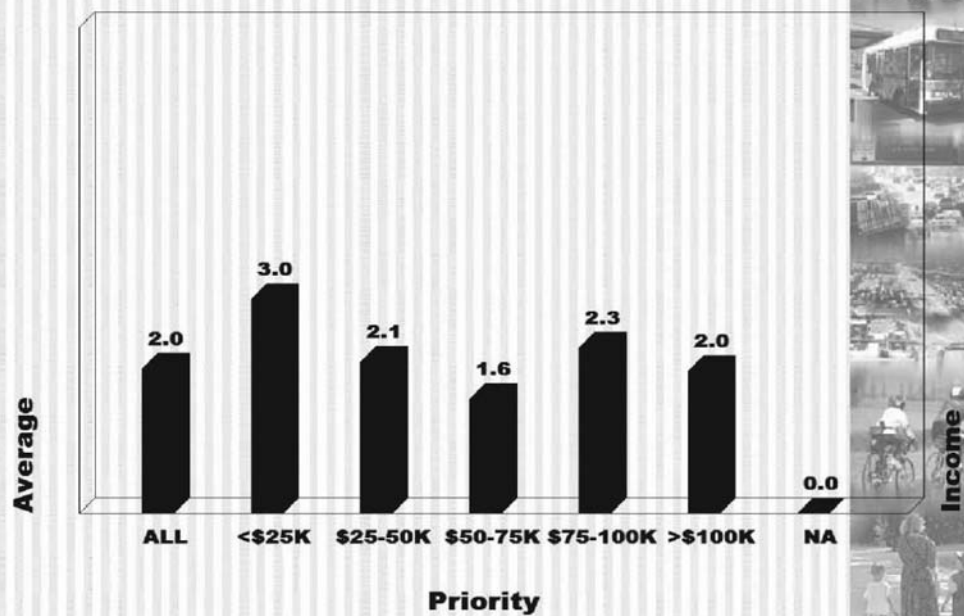
Average Response by Income

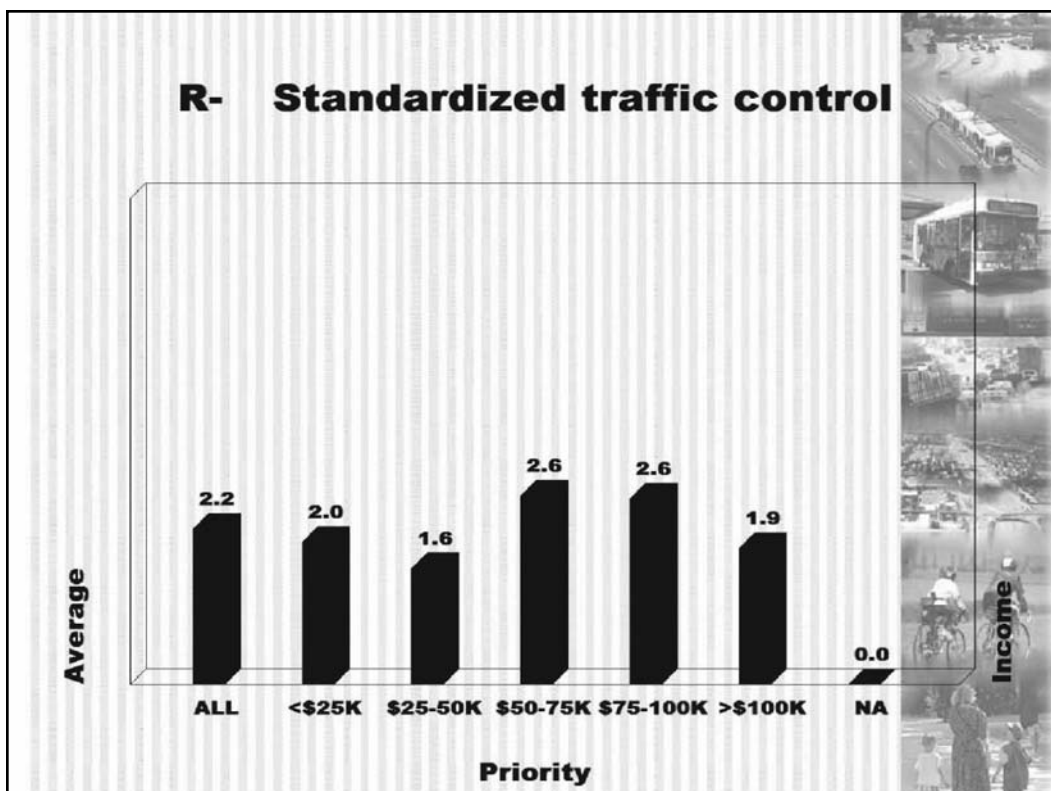
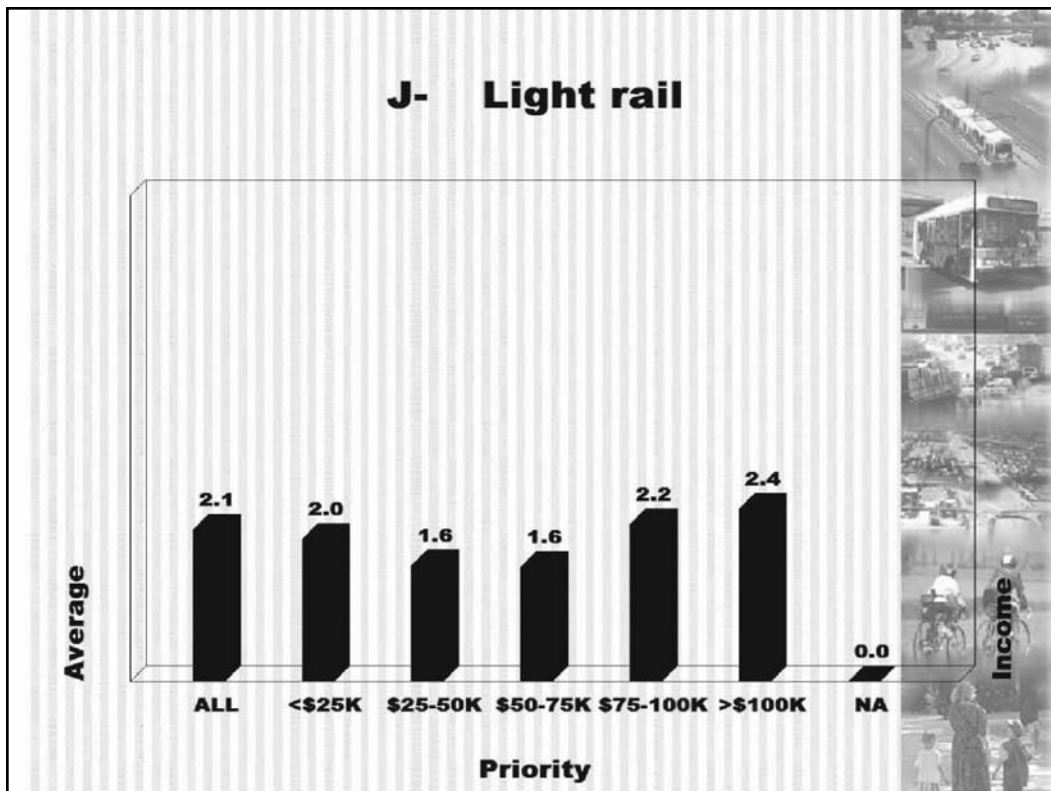


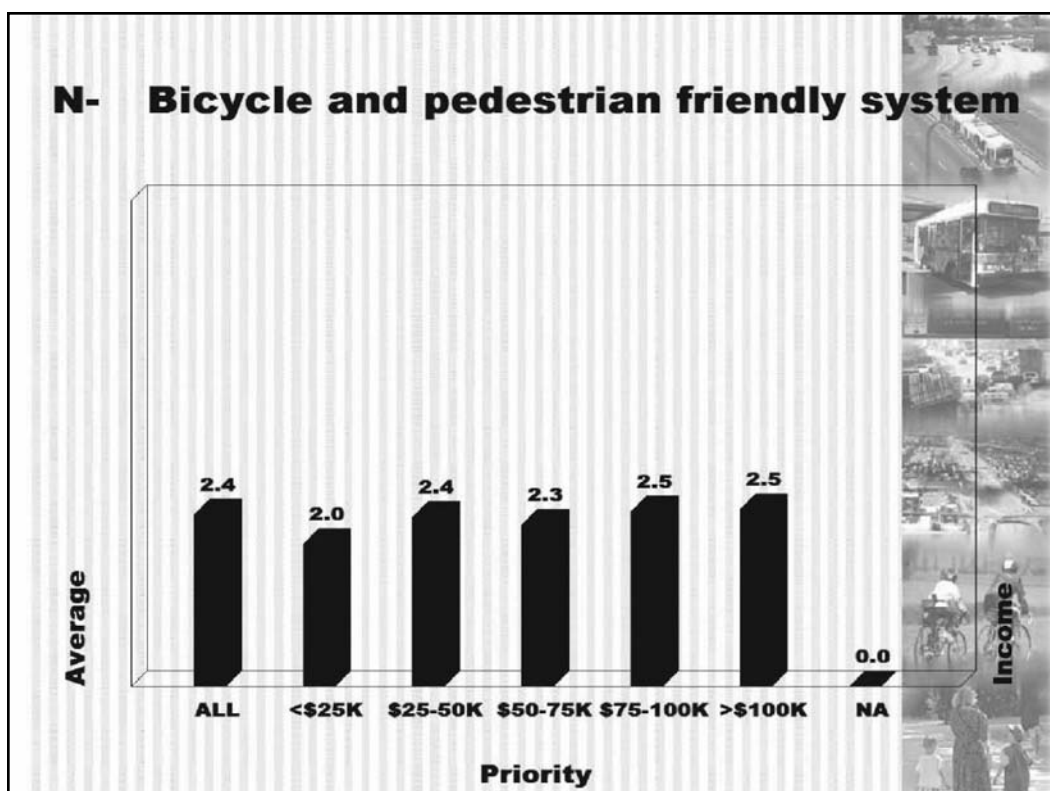
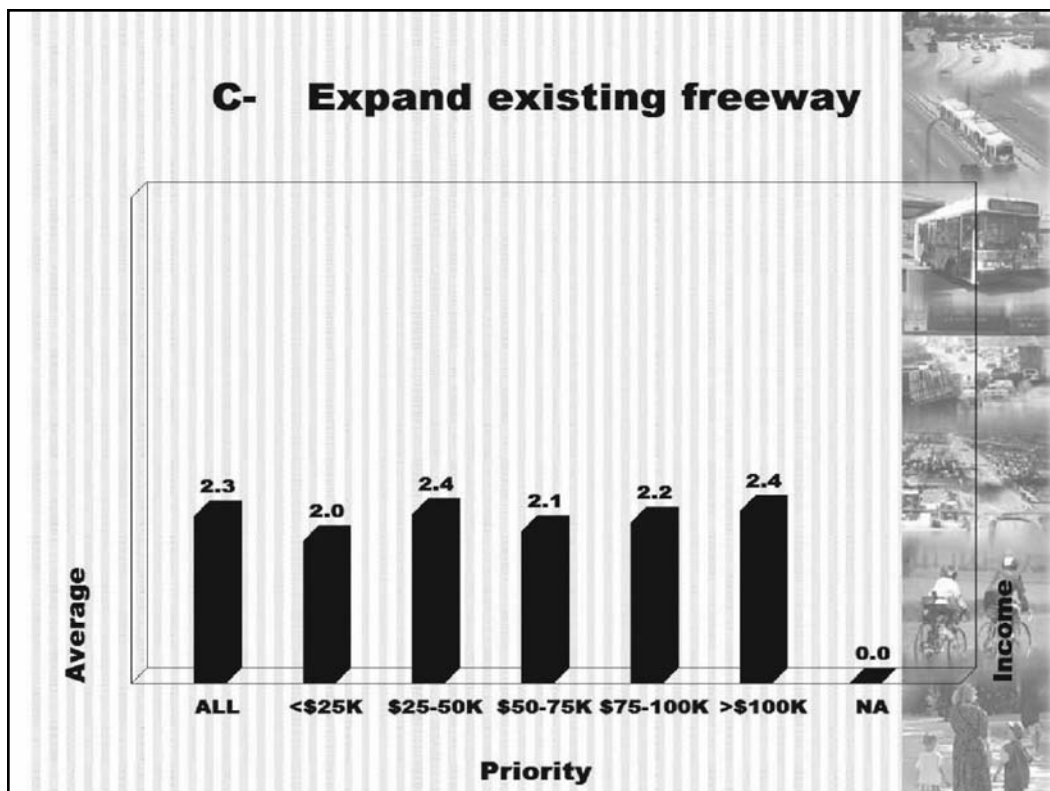
G- Complete arterial network and expand regional roads of significance



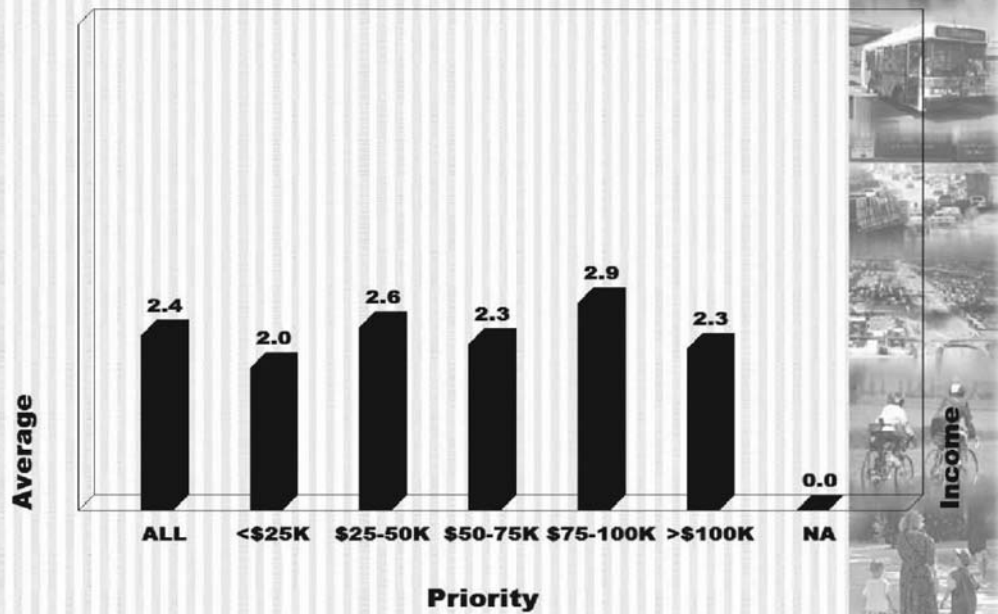
B- High Capacity Transit



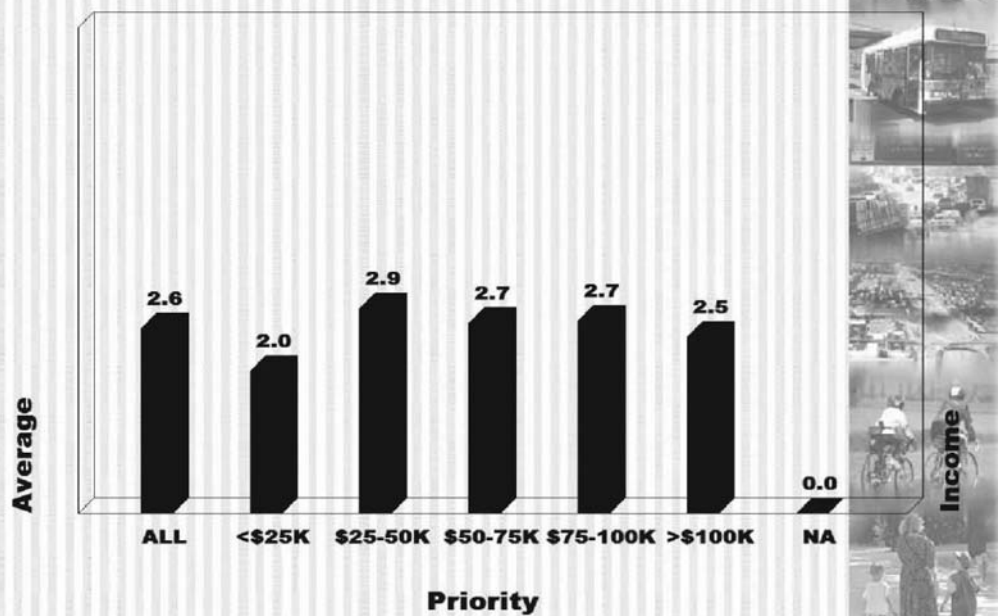


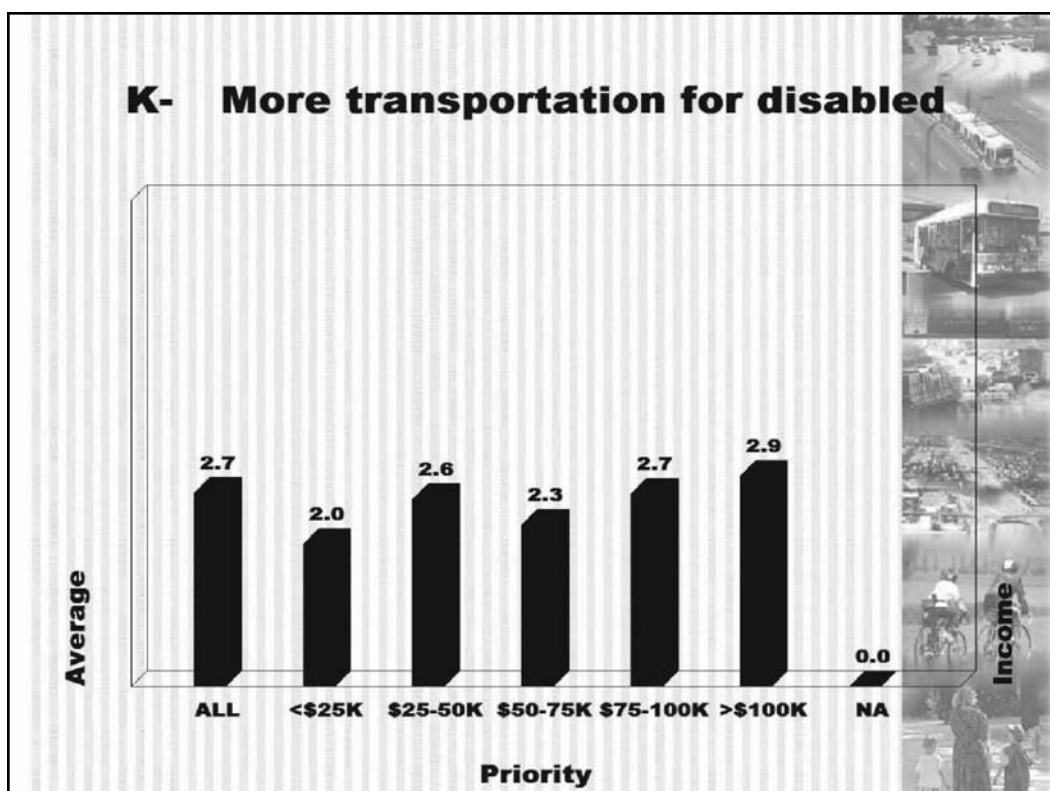
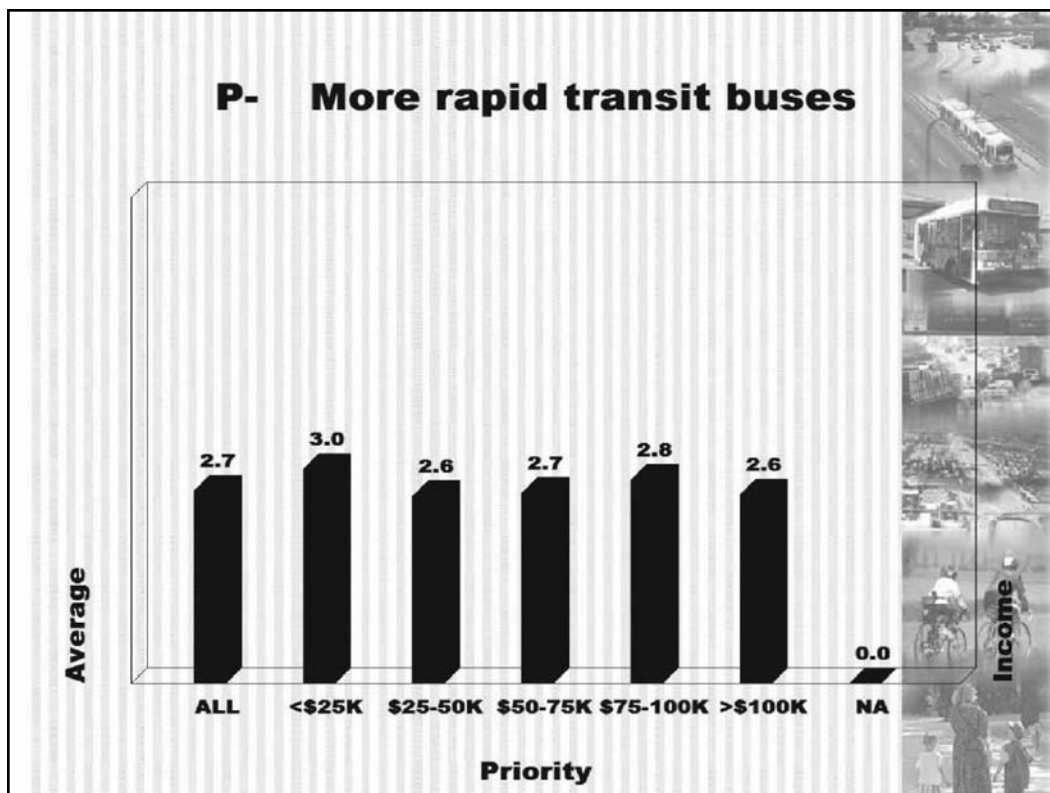


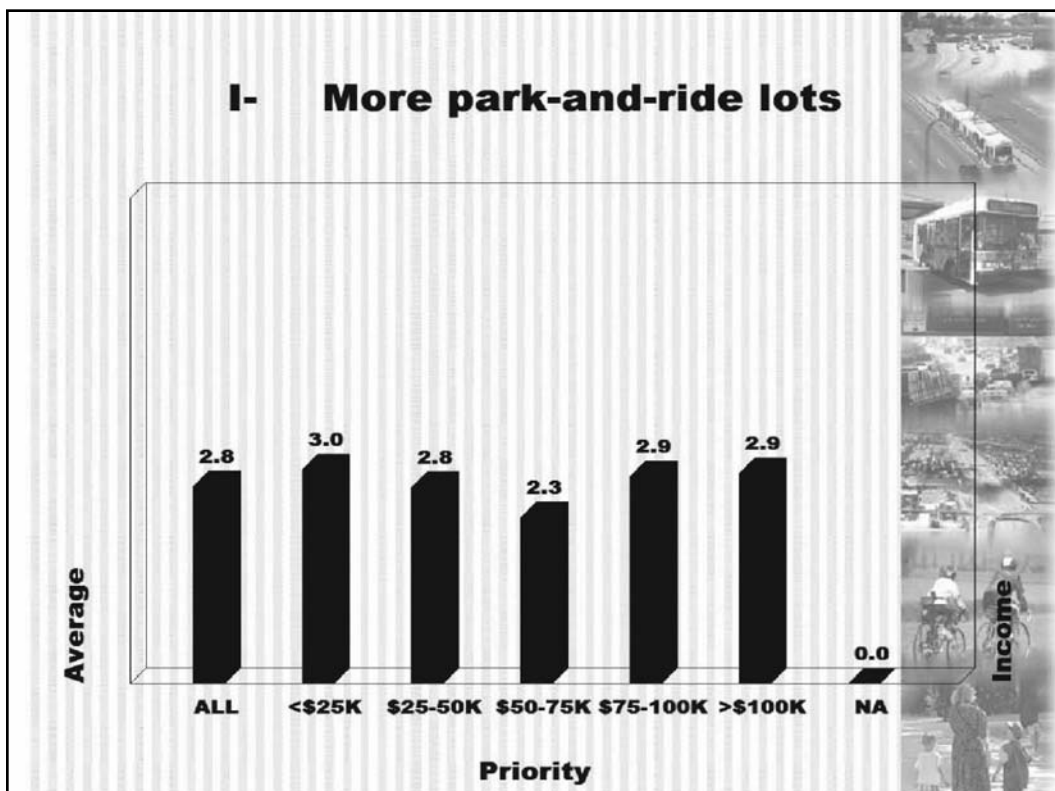
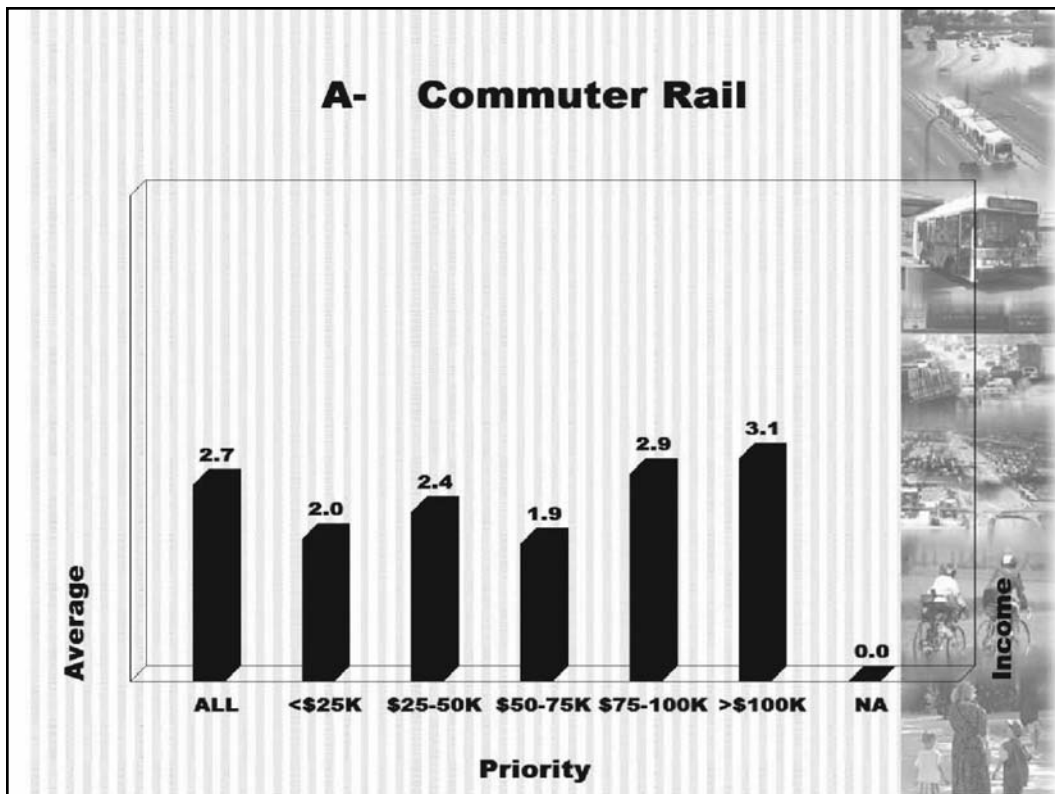
M- More HOV lanes and incentives for use

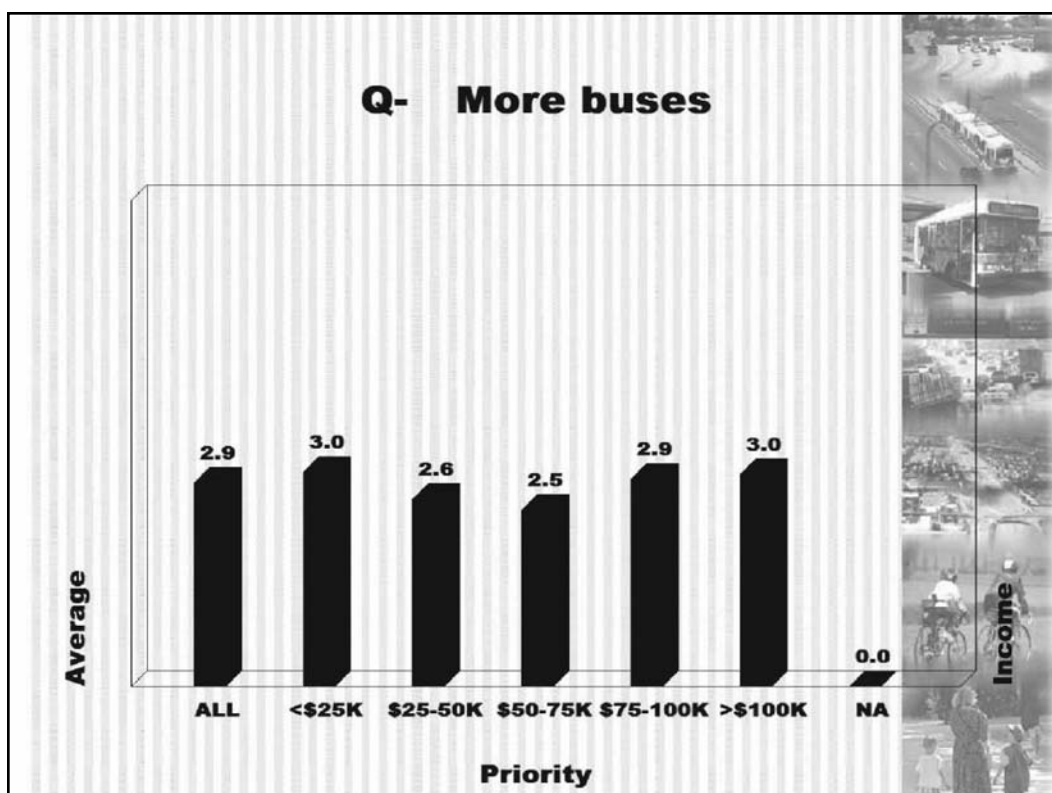
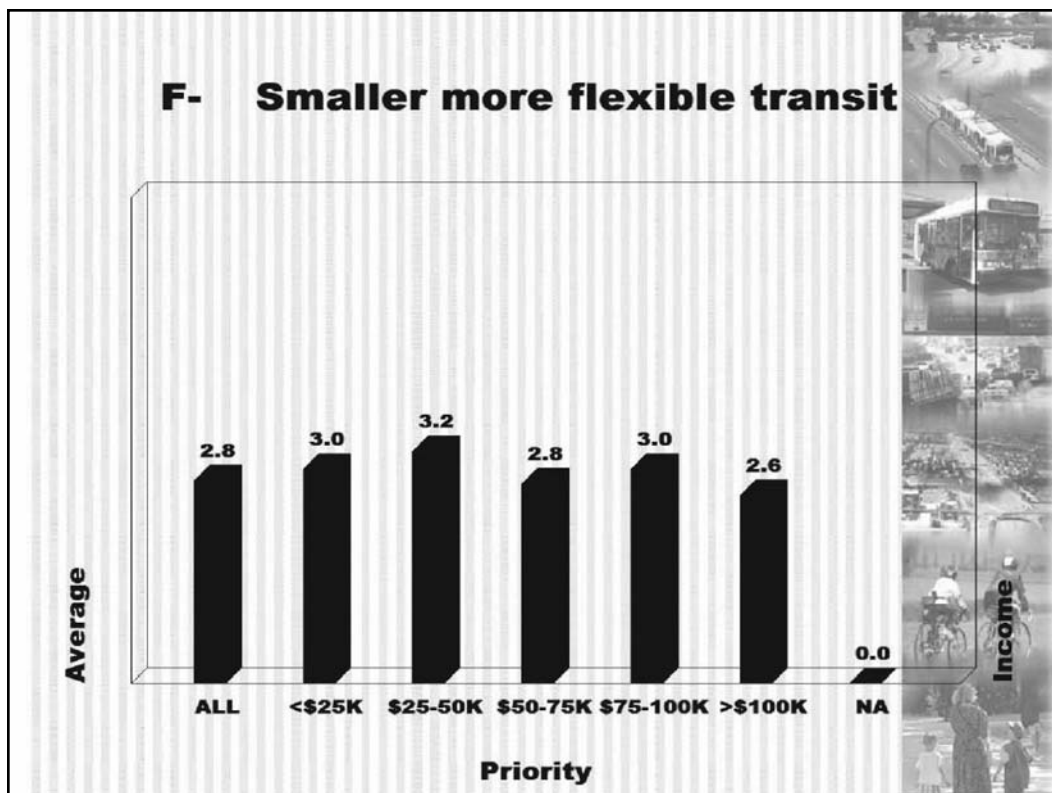


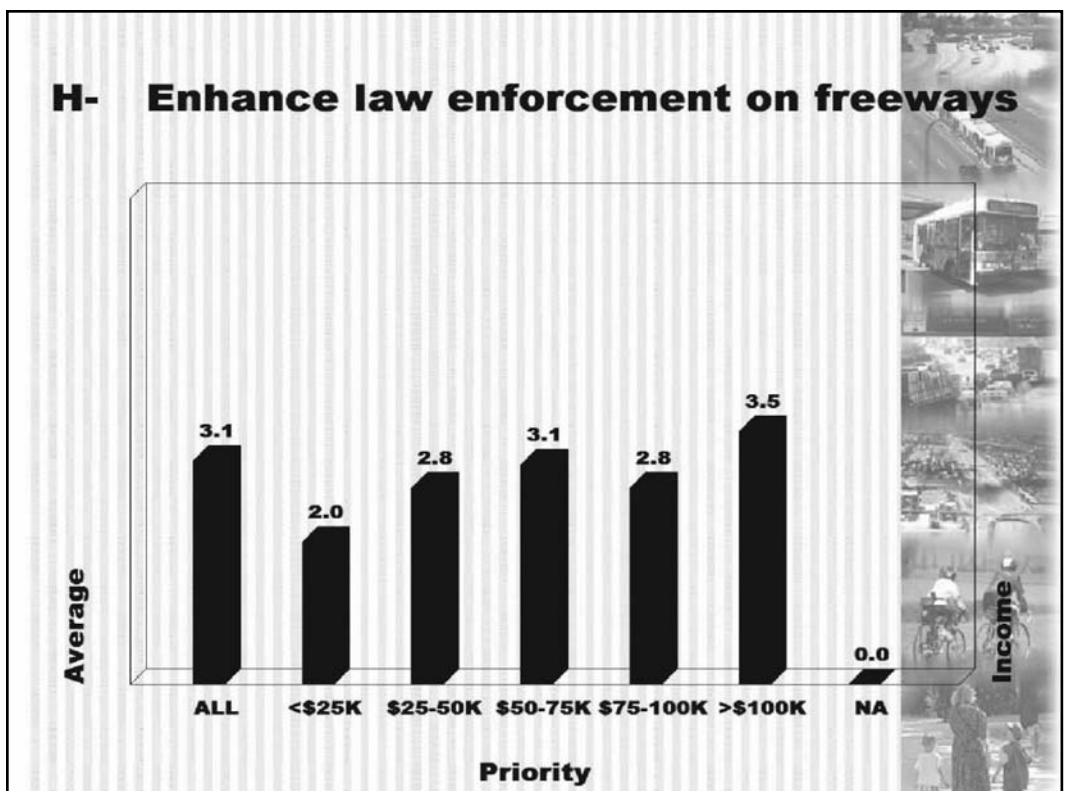
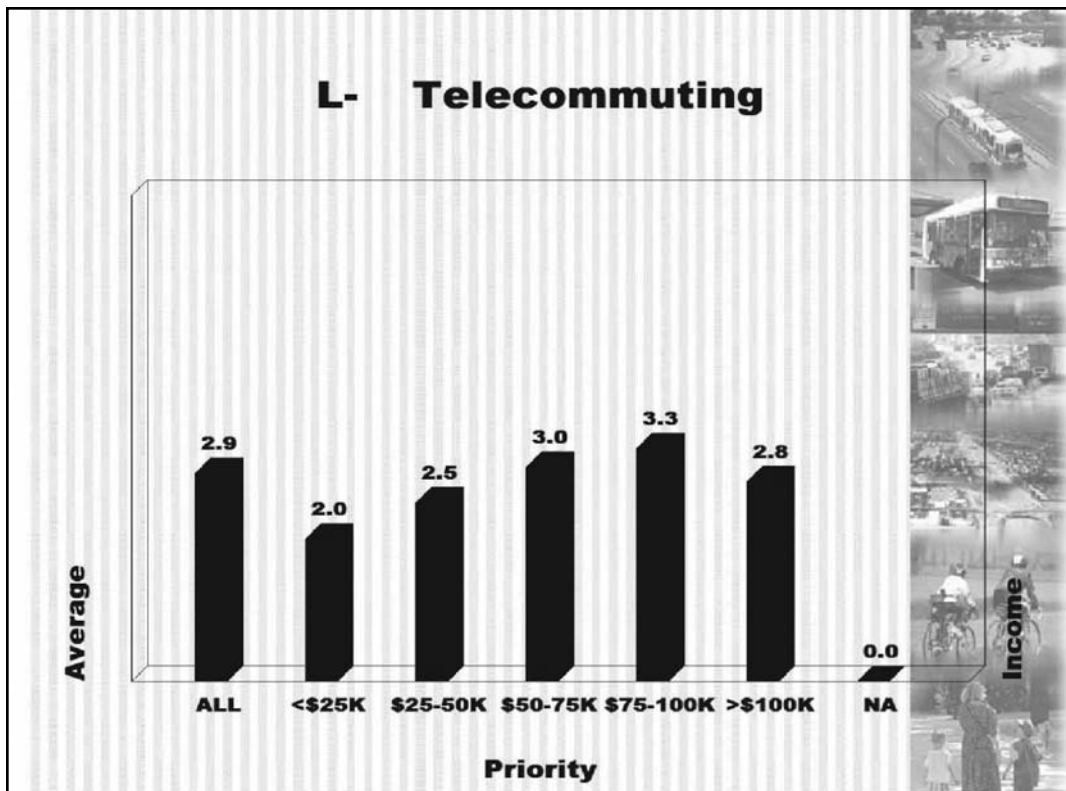
S- Carpooling



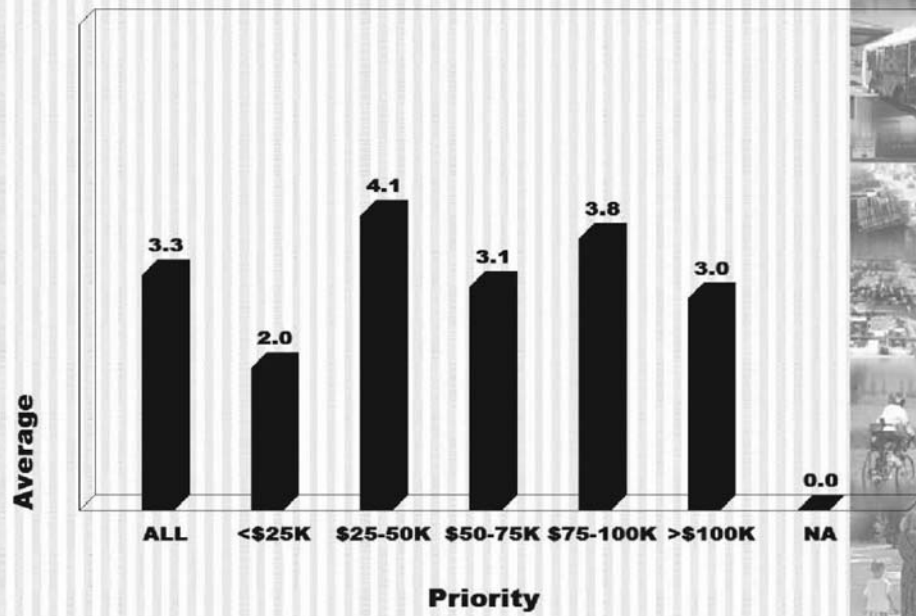




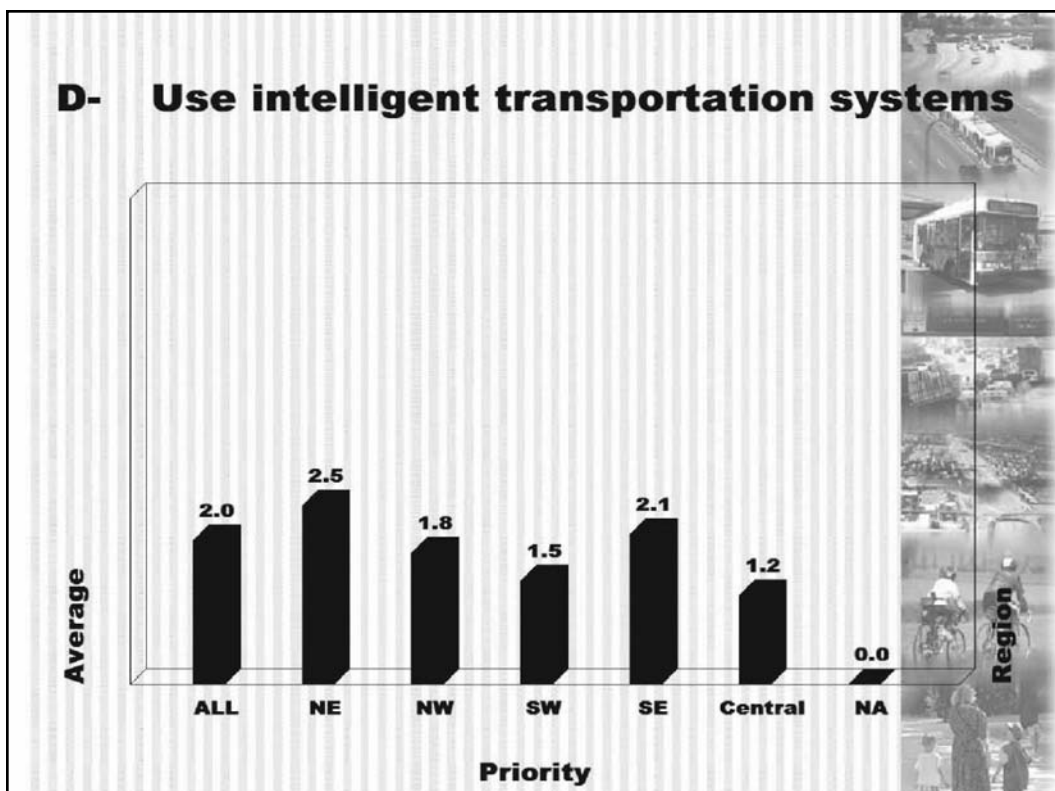
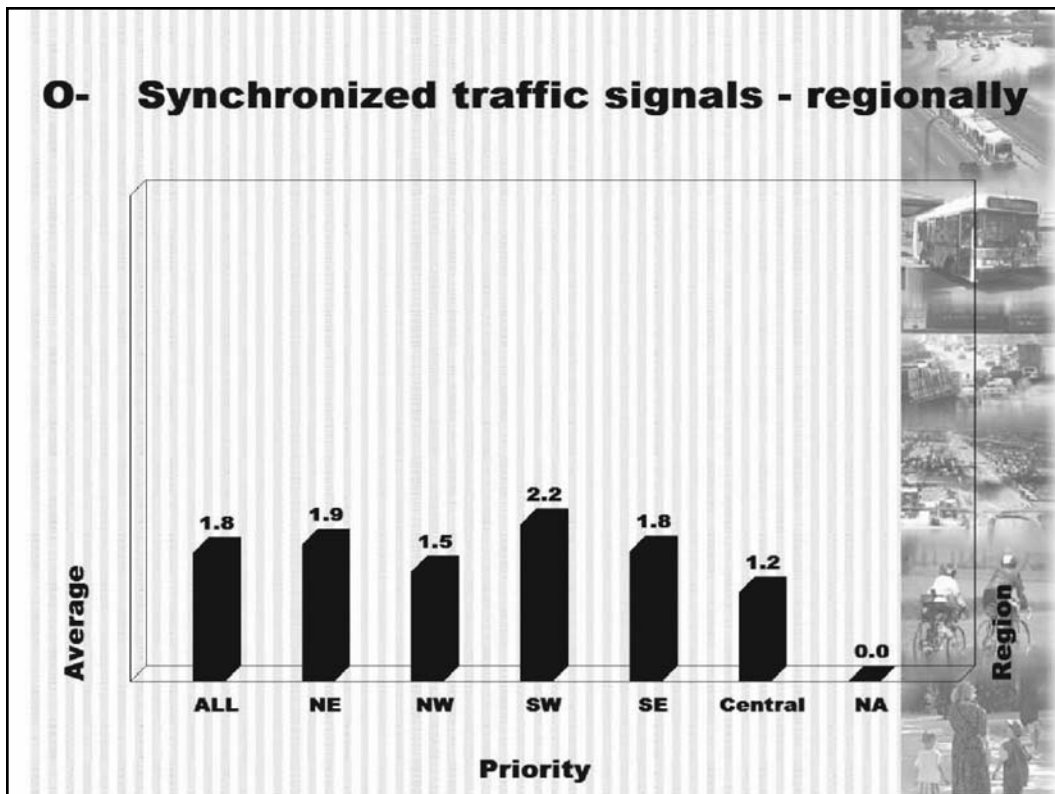




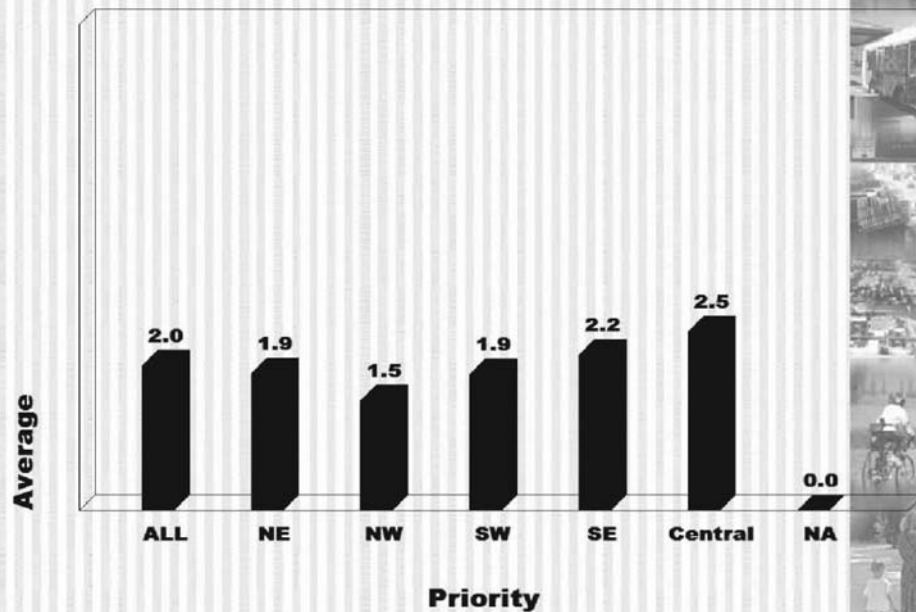
E- Create a truck bypass



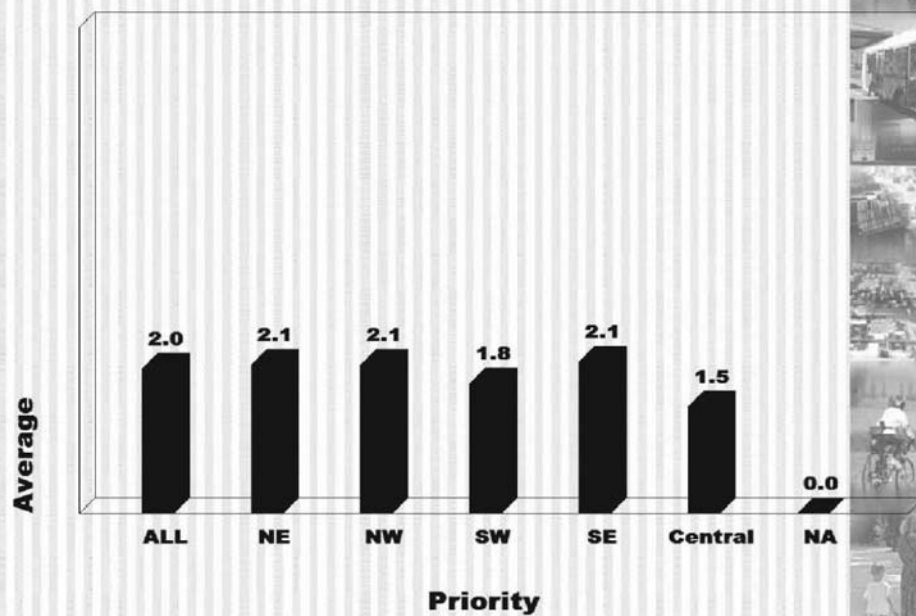
Average Response by Region

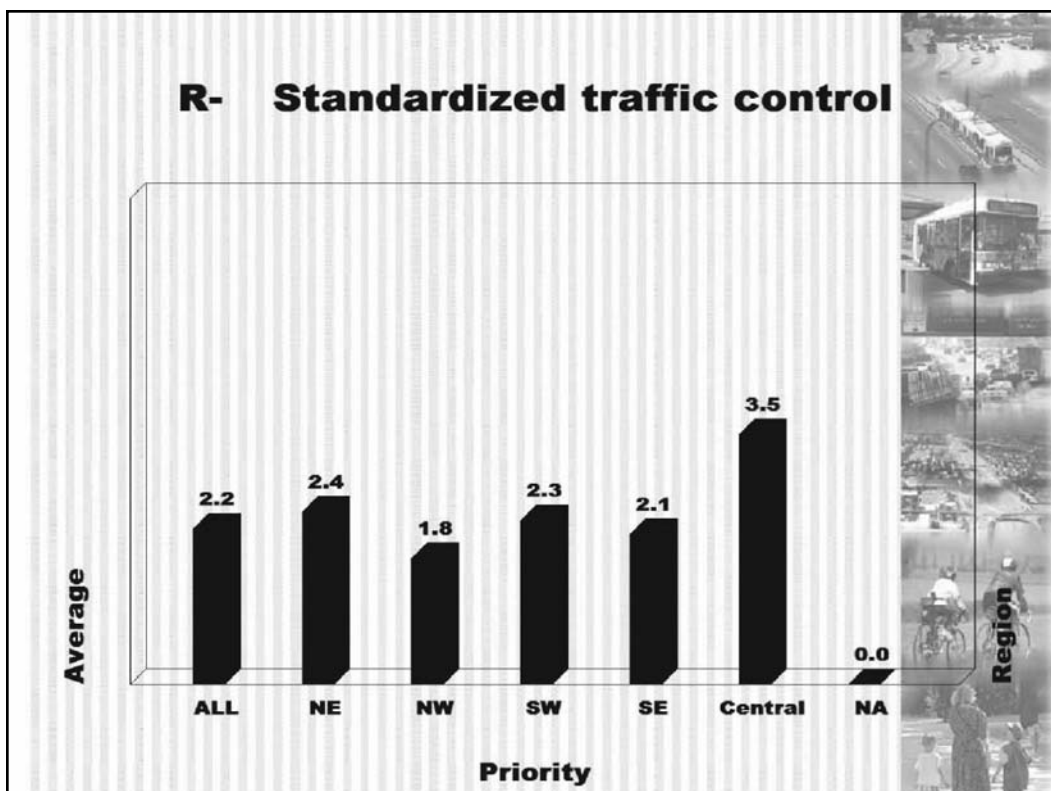
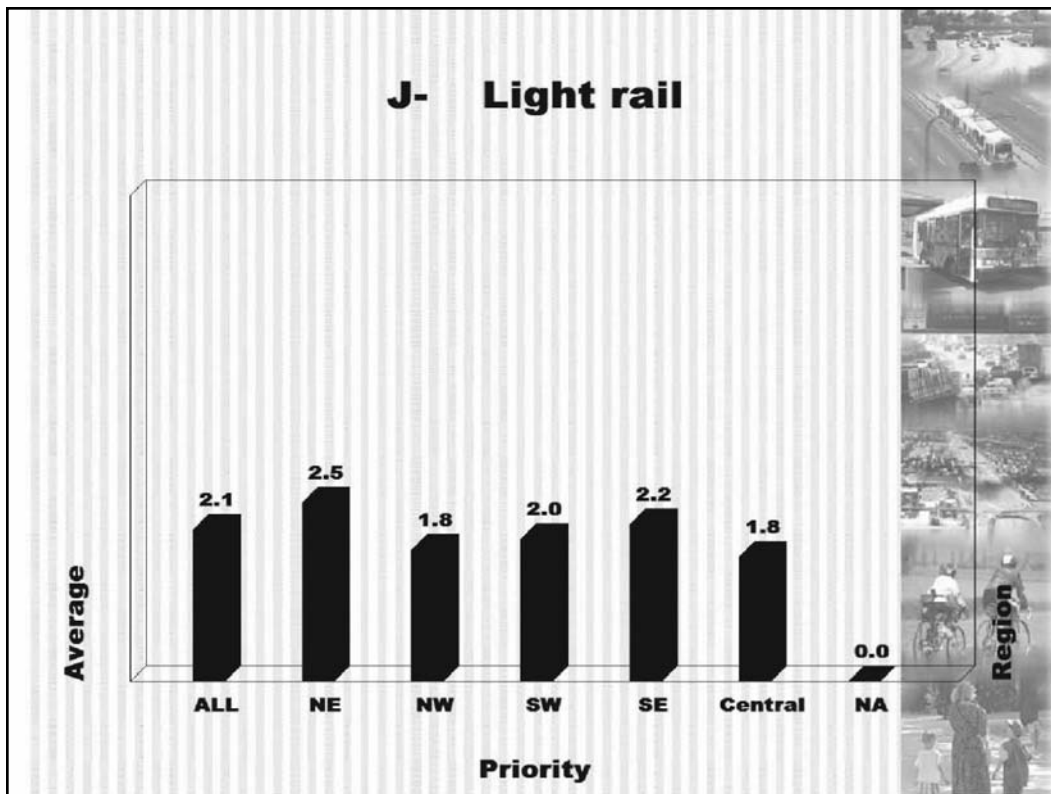


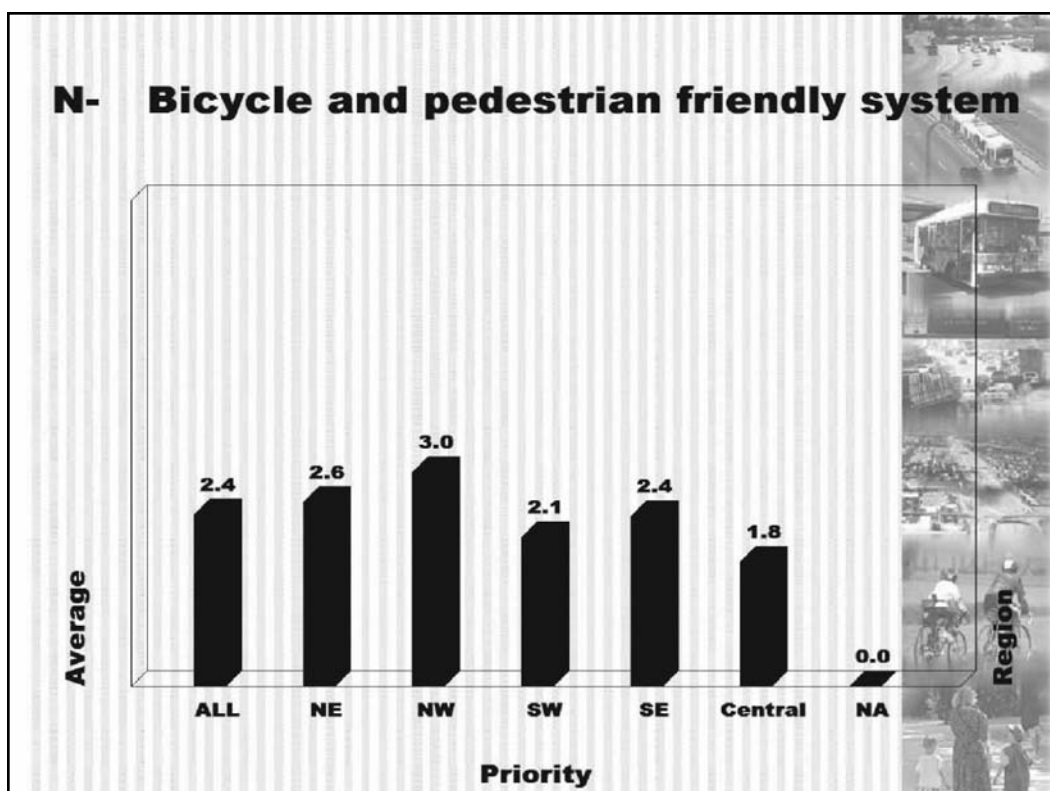
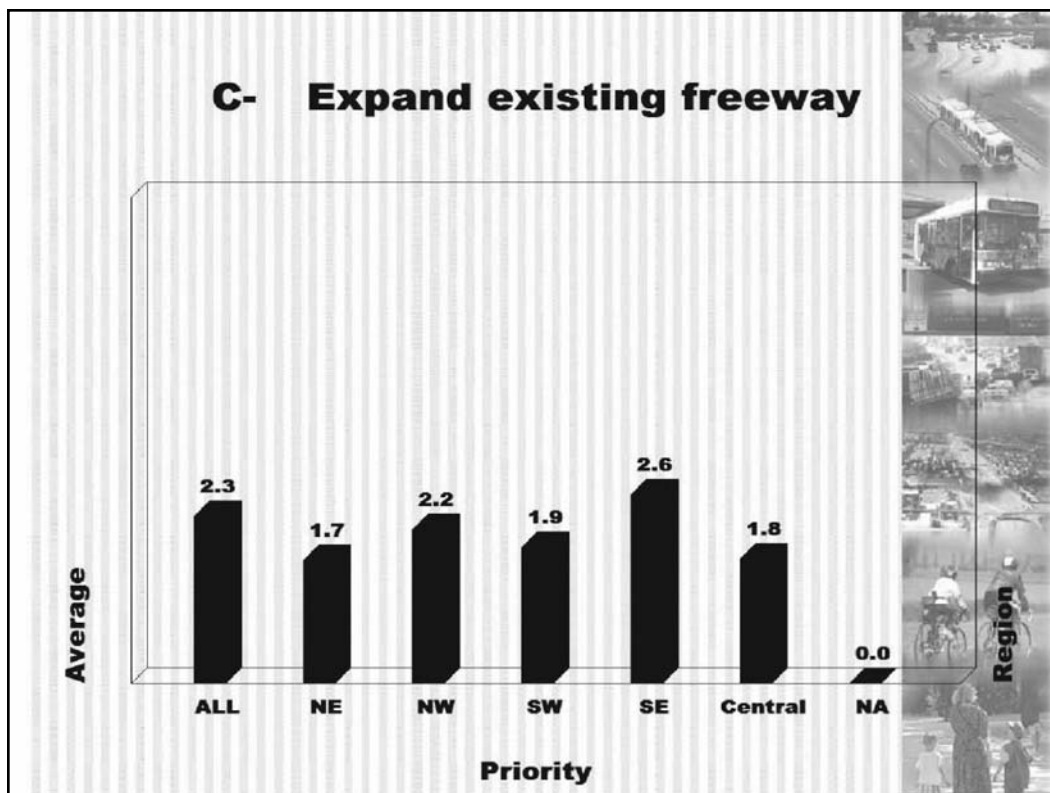
G- Complete arterial network and expand regional roads of significance



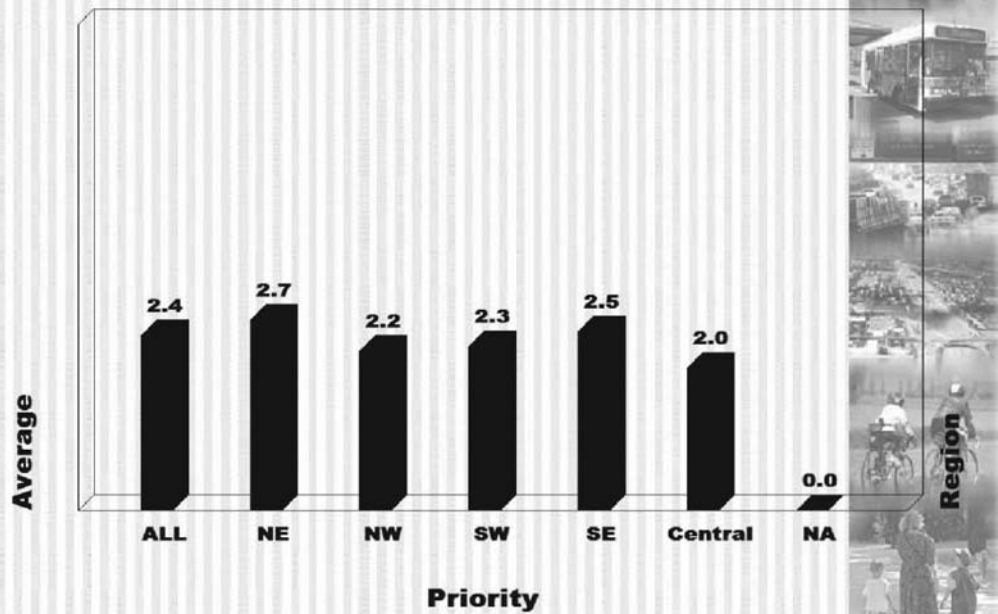
B- High Capacity Transit



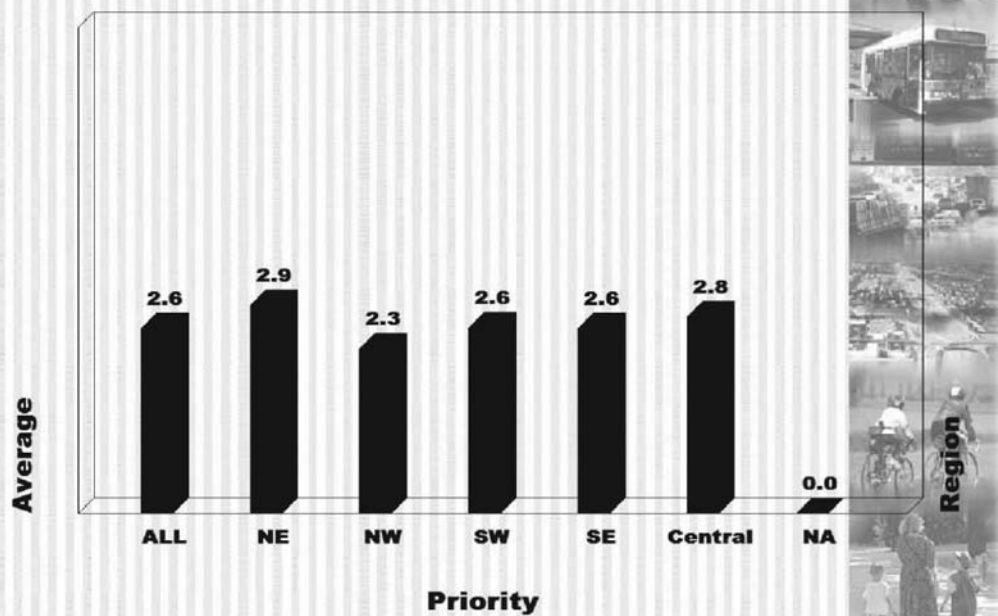


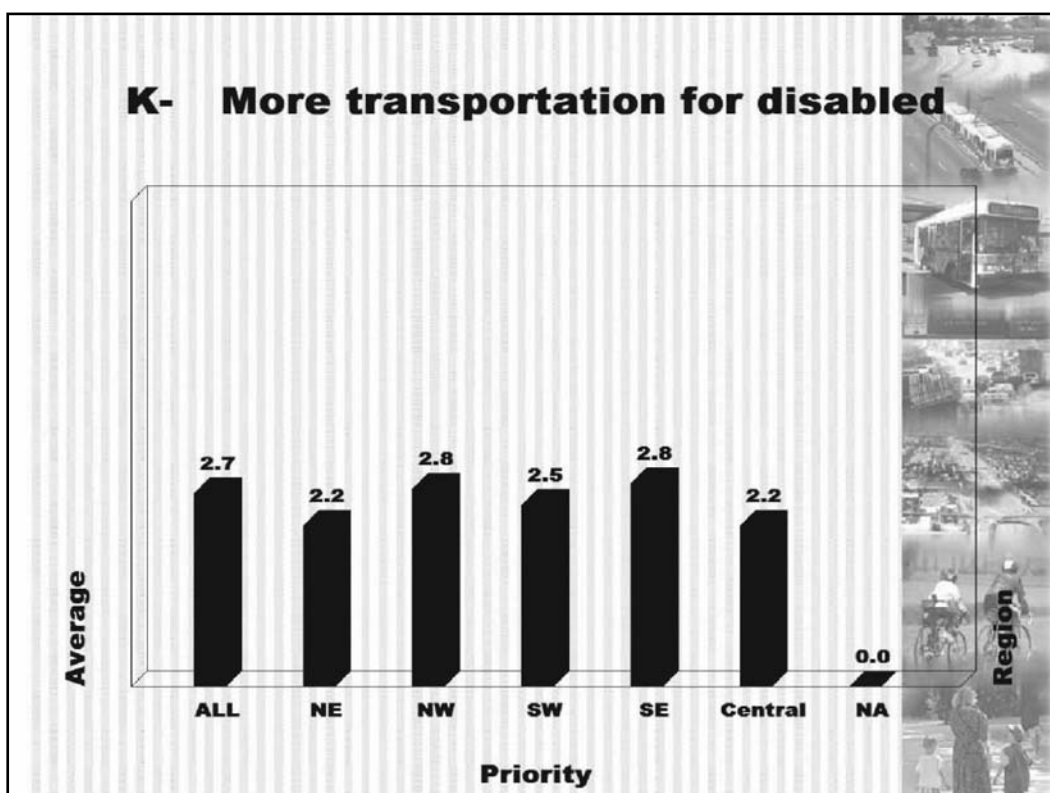
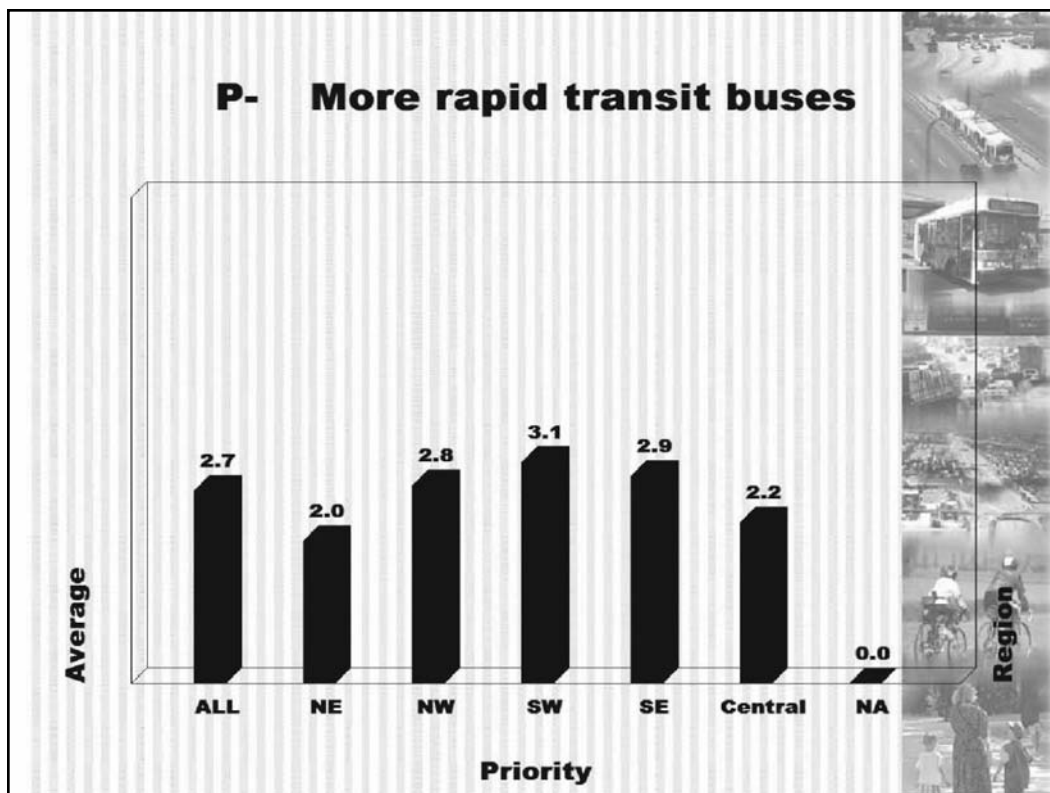


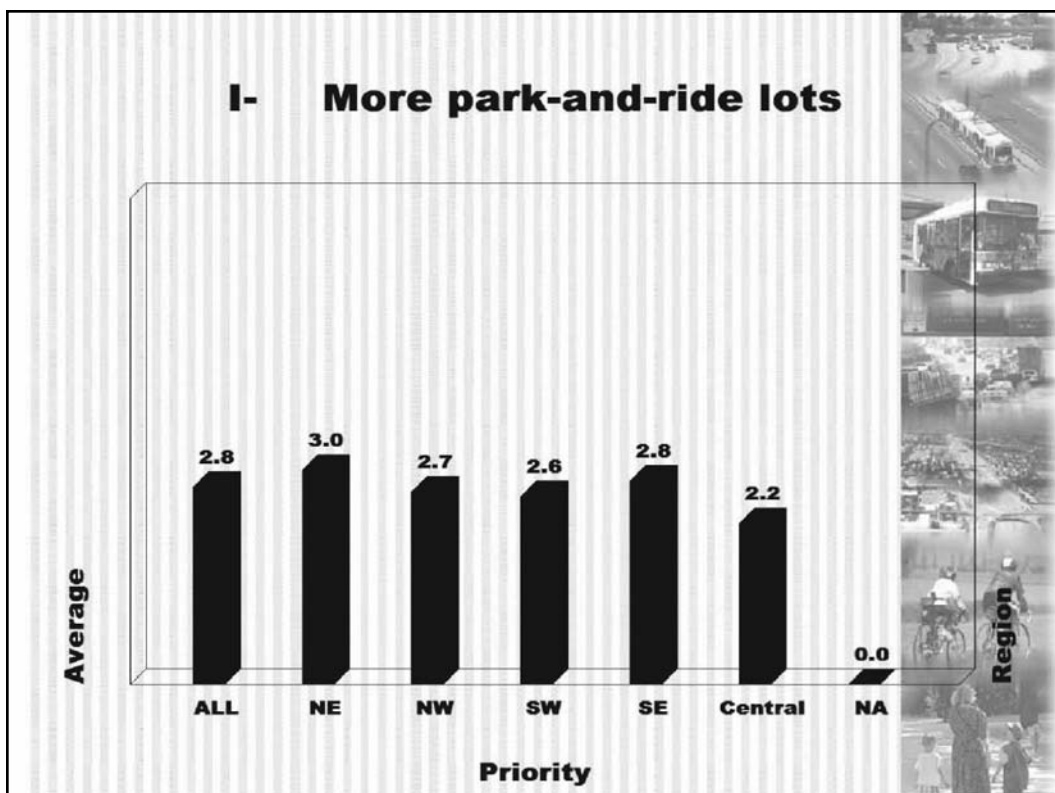
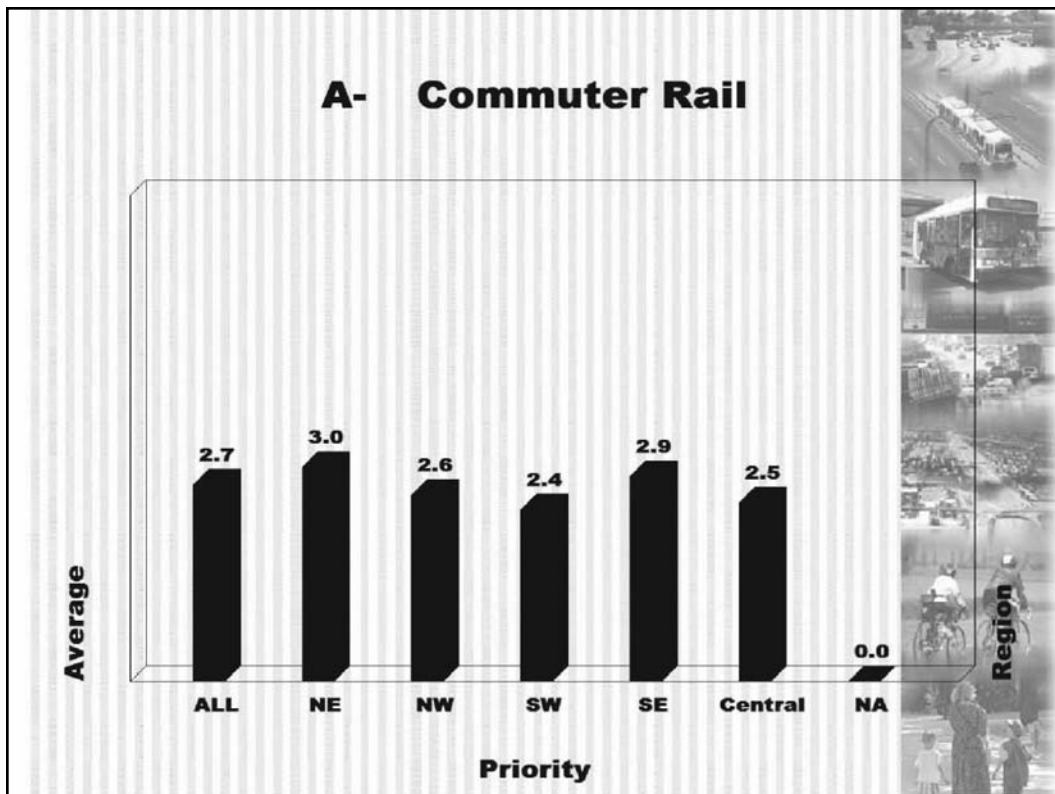
M- More HOV lanes and incentives for use



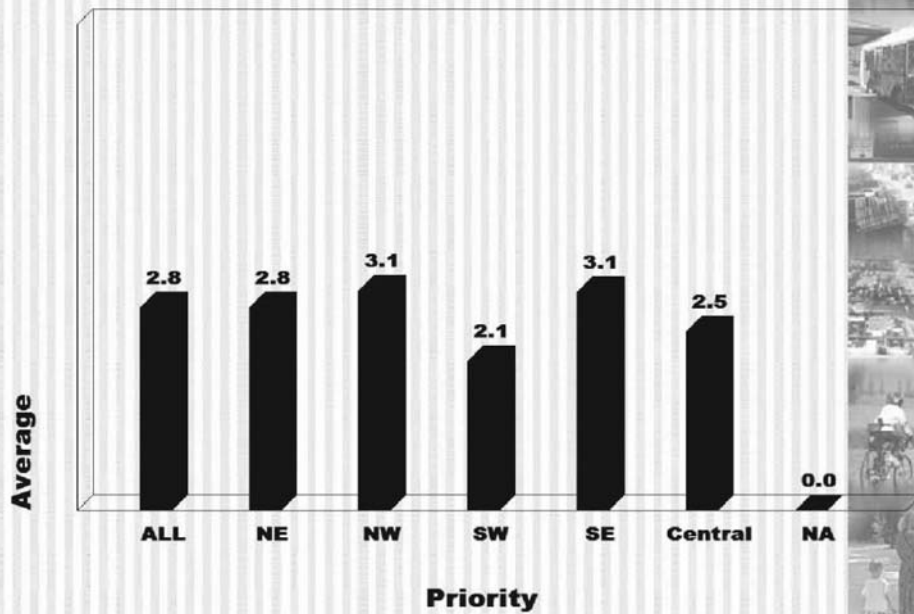
S- Carpooling



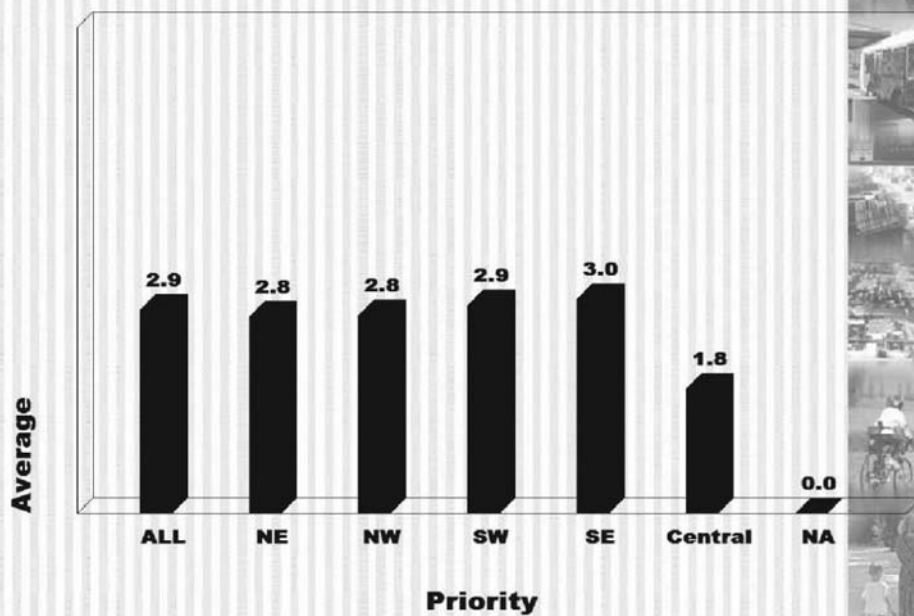


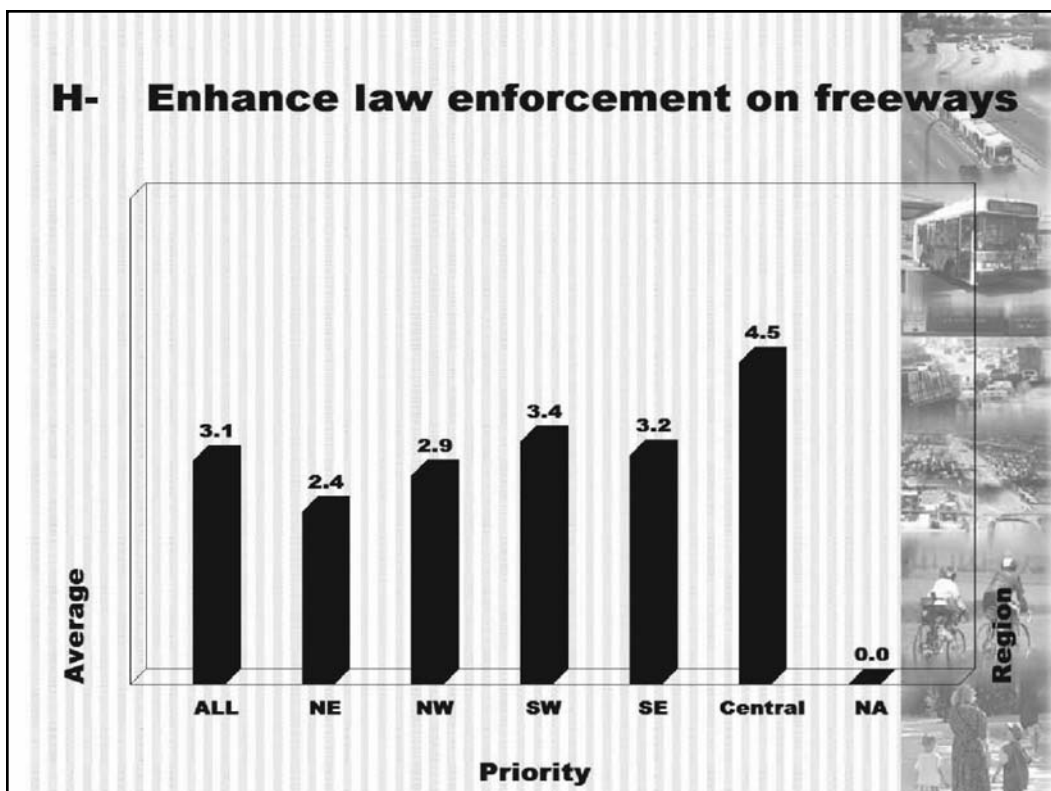
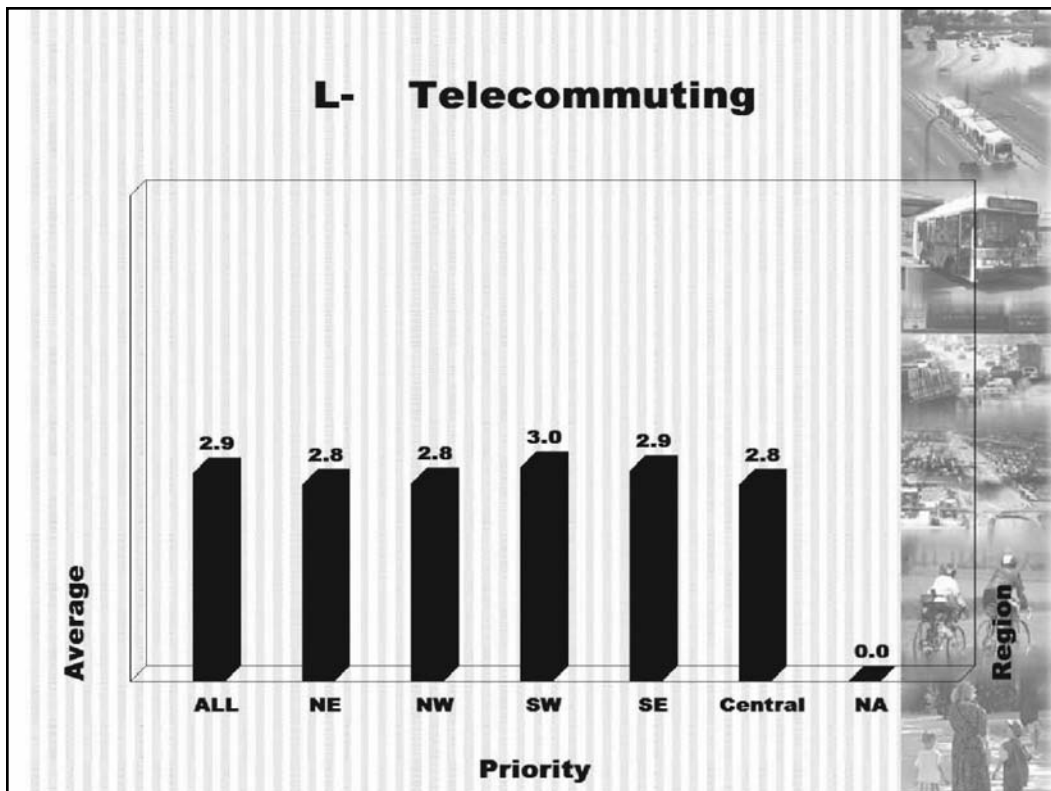


F- Smaller more flexible transit

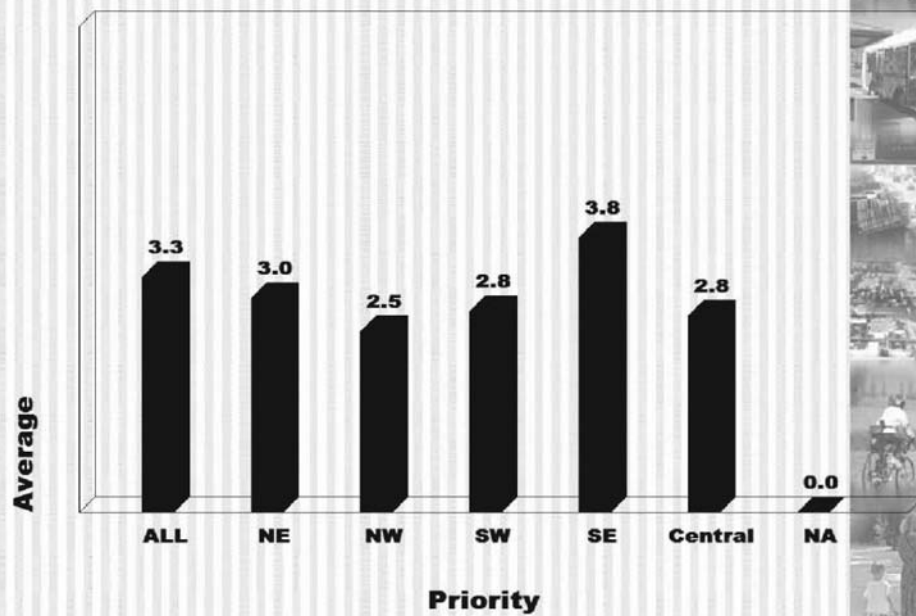


Q- More buses





E- Create a truck bypass



List of Participants

List of Participants

Regional Town Hall Steering Committee

Mayor Wendy Feldman-Kerr, Queen Creek
Mayor Boyd Dunn, Chandler
Mayor Joan Shafer, Surprise
Dean Cooley, Cooley Industries
Evelyn Casuga, APS
Stephen Cleveland, Goodyear
Valerie Manning, Greater Phoenix Chamber of Commerce

Facilitators

Heidi Annest, City of Mesa
John Godec, Godec, Randall & Associates
Theresa Gunn, Gunn Communications, Inc.
Susan Guthrie, City of Mesa
Eric Latto, Maricopa County
Grace Nakar, City of Scottsdale
Sally Odette, APS
Peggy O'Sullivan, Arizona State University
Cass Rankin, APS
Helga Stafford, Town of Gilbert
Judi Suedmeyer, City of Phoenix
Kitty Wiemelt, Winds of Change Consulting

Regional Town Hall Speakers

Mayor Wendy Feldman-Kerr, Queen Creek
Mayor Elaine Scruggs, Glendale
Eric Anderson, MAG
Kathryn Lincoln, Lincoln Foundation and Lincoln Institute

Regional Town Hall Participants

Randi Alcott, Phoenix
Maxine Anderson, Phoenix
Frank Bennett, Sr., Mesa
Jill Blazek, Queen Creek
Wayne Blazek, Queen Creek
Richard Bohan, Phoenix
Greg Bond, Queen Creek
Jim Book, Glendale
Jimmy Boydston, Mesa
Mary Brooks, Queen Creek
R. Thomas Browning, Phoenix
Brian Buchanan, Goodyear
John Buonagurio, Peoria
June Calender, Queen Creek
Barbara Carpenter, Mesa
Katherine K. Cecala, Scottsdale

Kevin Cooney, Queen Creek
Sharen Corea, Mesa
Victor Daniels, Phoenix
Alan Dauphinais, Goodyear
Channin Dehaan, Litchfield Park
Kent Dibble, Phoenix
Al Dickie, Phoenix
Jerry Dillehay, Mesa
Dan Drew, Glendale
Frank Eggan, Glendale
Thomas Eggleston, Glendale
Eric Emmert, Tempe
Troy Erickson, Queen Creek
Barbara Espinosa, Scottsdale
Jimmy Evans, Phoenix
Terry Fawley, Queen Creek
John Felty, Phoenix
Erman Fisher, Glendale
Mark Fooks, Youngtown
Mike Garcia, Mesa
Phil Garner, Surprise
Gary Gelzer, Goodyear
Mary Gloria, Queen Creek
Jim Gonsalves, Surprise
Marcie Greenberg, Phoenix
Thomas Griggs, Mesa
Rosendo Gutierrez, Phoenix
Christopher Harkins, Gilbert
Mary Hauser, Queen Creek
Garry Hays, Chandler
Sharolyn Hohman, Goodyear
James B. Holt, Queen Creek
Jan Jennings, Phoenix
Eric Kerr, Queen Creek
Hoyt Kesterson, Glendale
Donna Kruck, Phoenix
Jim Larkin, Gilbert
Mary Ann Lavine, Glendale
Bill Lazenby, Phoenix
Sue Linney, Goodyear
Dan Lundberg, Glendale
Elizabeth S. Magoon, Glendale
Maria M. Mancinas, Mesa
Vern Mathern, Mesa
Jayson Matthews, Tempe
Marge Murphy, Sun City
Sandra Naegele, Queen Creek
Glo O'Donnell, Goodyear
Scott Organ, Scottsdale

Michael Pace, Queen Creek
Peggy Phillips, Mesa
Roxanne Pierson, Mesa
Bill Ponder, Phoenix
Regina Raichart, Queen Creek
Kathy Rall, Gilbert
Frank Ramirez, Tempe
Dale Richards, Phoenix
Alden Rosbrook, Queen Creek
Caroline Rosbrook, Queen Creek
Richard Rumer, Phoenix
Keri Sanders, Scottsdale
Dick Schaner, Queen Creek
Tom Schmitt, Glendale
Tom Schuett, Queen Creek
Bill Schultz, Queen Creek
Jack Sellers, Mesa
Craig Severson, Phoenix
Robert Shelton, Goodyear
Julia Shepherd, Phoenix
Gerry Smith, Chandler
Linda A. Somo, Mesa
Sharon Steinhauer, Queen Creek
Penny Taylor, Phoenix
Jim Thompson, Mesa
Kathy Tolman, Mesa
Mark Tompert, Mesa
Lisa Utley, Avondale
Rita Vacca, Glendale
Nancy Van Pelt, Tempe
Linda Vannoy, Goodyear
Meifu Wang, Phoenix
Linda Wegener, Tempe
Al Weiss, Queen Creek

Regional Town Hall Observers and Staff

Fredda Bisman, Mariscal Weeks McIntyre & Friedland
Dale Buskirk, ADOT
Melissa Carrao, MAG
Craig Chenery, MAG
Valerie Day, MAG
Maureen DeCindis, MAG
James Dickey, RPTA
John Farry, Valley Metro Rail
Councilmember Steven E. Frate, City of Glendale
DeDe Gaisthea, MAG
Brenda Geisen, MAG
Michelle Green, MAG
Ken Hall, MAG

Carlos Jurado, MAG
Connie Kish, MAG
Shawn Krill, MAG
Denise McClafferty, MAG
Mark McLaren, S.R. Beard & Associates
Jyme Sue McLaren, S.R. Beard & Associates
Councilmember Larry Oglesby, Town of Youngtown
Heidi Pahl, MAG
Xiao Qin, MAG
Tom Remes, MAG
Councilmember Lucille Retheford, Town of Youngtown
Andrew Smith, ADOT
Dennis Smith, MAG
Marc Soronson, Light Rail Project office
Jason Stephens, MAG
Kelly Taft, MAG
Steve Tate, MAG
Elaine Trammell, MAG
Gordon Tyus, MAG
Peter Vargas, Carter Burgess Inc.
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